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EVERY FRIDAY

Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

THIS WEEK

**MOTOR SHOW
REVIEW**

M.C.C. "BUXTON"

**SHEFFIELD AND
HALLAMSHIRE
"HIGH PEAK"**

ILLUSTRATED REPORTS

**John Bolster—Russell
Lowry—Philip Smith**

**Vol. I No. 10
October 27, 1950**



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BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

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Vol. I No. 10

October 27, 1950

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EDITORIAL

IT is fitting that Spain should see the début of B.R.M. in Grand Prix racing. Just twenty-six years ago, at San Sebastian, the late Sir Henry Segrave battled his way to victory with a supercharged, 2-litre Sunbeam. Since that triumph, this country has played a very minor role in full-scale Formula racing, and no British driver in a British car has scored a win in a pukka Grand Prix event on the Continent.

The arrival of B.R.M. to challenge Europe's best is opportune at a moment when Great Britain is engaged in a fight to maintain her export market. Success for the new car will give British prestige a leg-up, not readily understood by many people who fail to realize the importance of Grand Prix racing abroad.

If B.R.M. can fulfil the promise it showed at Goodwood, then nothing should be spared to ensure that the entire project is placed on a sound financial basis. The outlay in hard cash may sound considerable, but is actually a mere flea-bite compared to the vast sums of money at stake in the world's export markets. Fortunes are spent annually, both in sterling and dollars, by non-essential undertakings such as the British Arts Council. Why shouldn't some of this money be diverted to an organization which will provide a real return?

The race-winning potentialities of the B.R.M. are considerable. In spite of the unfortunate debacle at Silverstone, the vast majority of the motor-racing public is solidly behind the venture, and thinking people fully realize the immense difficulties that had to be overcome before a B.R.M. could be made ready for actual racing. AUTOSPORT wishes Reg Parnell and Peter Walker every success in what must be the most significant event in the history of British motor racing.

* * *

TRIALS are extremely popular in the Midlands and North of England, both with competitors and the general public. The Sheffield and Hallamshire M.C., in organizing its annual "High Peak" trial, sets an example which might be followed by many clubs. At the start, programmes and special spectators' route cards are available; also, an informative running commentary keeps everyone in the picture. Local landowners are approached months before the event, and everything possible is done to ensure that no damage is done to property. It is up to other clubs to see that their trials are brought up to the standard of the "High Peak", and the North-West London M.C.'s excellent "Glo'ster".

OUR COVER PICTURE

TRIALS: Watersplashes can be formidable obstacles, particularly if streams are swollen like this one near Gouthwaite Reservoir, Pateley Bridge, during the Ilkley and D.M.C.'s 8th October Sporting Trial. Skipper of this Ford is H. H. Cryer.

Pit and Paddock

NEXT WEEK there will be a full report of the Penya Rhin Grand Prix, and an Earls Court Commentary by John Bolster.

* * *

ANYONE lost a foot-pump? One was found after the Knott Trial. Loser should apply to R. R. Mountford, 606 West Cliff Rd., Bournemouth, of the W. Hants and Dorset C.C.

* * *

GRAND PRIX of Europe will be held at Rheims on 1st July, 1951, over 77 laps of the famous circuit. This is approximately 385 miles (600 kilometres).



(Above). Halt for fish and chips from a mobile van at Batham Gate in the "High Peak". Overallled gentlemen are Jack Lister and (with beret) Mike Wilson.

(Right). Concentration on the part of Mr. and Mrs. Ron Willis at Litton Slack in the M.C.C. "Buxton".

RE-ENTRY of Mercedes-Benz in Grand Prix racing is said to be imminent, providing all countries in the F.I.A. agree to the participation of German nationals in international events.

* * *

MONTE CARLO: Two works entries from Lago-Talbot have been received. Cars have the Grand Sport chassis with ultra-lightweight carosserie, and power-plants between Touring and Le Mans types. Louis Rosier will probably pilot one of them. Allard and Healey owners—any questions please?

AUSTIN SEVENS continue to hold the affection of trials spectators. When C. Taylor's tourer, with hood erected, was making a gallant attempt to scale Cowlow in the "High Peak", a voice was heard saying "Ee! look at Austing with shed on!"

* * *

TALKING about trials reminds us that Tony Rumfitt tacked his Allard on to Imhof's special, in the belief that "Goff" was on the way to a certain section. After thirty-four miles had been clocked up for an alleged twelve miles' distance, Tony learned that Imhof was merely running in some new big-ends.

* * *

JOWETT's gave a pleasant, informal luncheon to the Press at Brown's Hotel, London, W.1., on 20th October. Guests from abroad included Count "Johnny" Lurani, and Belgian technical journalist, Jacques Ickz. Basil Cardew spoke on behalf of the dailies and nationals, and Laurence Pomeroy for the technical journals. Mr. Woodhead, during a directorial speech, foresaw a rosy future for the new Jupiter. AUTOSPORT was pleased to note that all gave credit to John Baldwin for his excellent Press liaison work.



SAO PAULO: A 120 kilometres race on the Interlagos Circuit recently was won by Chico Landi (1½-litre Ferrari) at 125.241 k.p.h.

* * *

ALGIERS—CAPE TOWN Rally starts on 15th December. At the moment there are forty entries, including three 4cv Renaults, three "1,400" Fiats and sundry Delahayes. Paul Vallée will be taking part—but not in one of his motor scooters.

* * *

AFTER lapping Montlhéry at 138 m.p.h. in his 2.3-litre Ferrari, Luigi Chinetti abandoned Class D record attempts with repeated tyre trouble.



COWLOW: Michael Lawson, watched by a critical crowd, takes his Lotus up the famous Buxton hill in the "High Peak".

The Buxton Week-end

CYRIL BOLD WINS "HIGH PEAK"—LARGE ENTRY FOR SHEFFIELD AND HALLAMSHIRE CLASSIC—DENNIS DENT AND J. D. SLEEMAN SUCCESSFUL IN M.C.C. EVENT

THE popularity of the Sheffield and Hallamshire's "High Peak" Trial continues to increase by leaps and bounds. This year, 110 entries were received, and there might have been more if the Buxton week-end hadn't clashed with Earls Court. Even so, there was a fairly large-scale invasion of mud-pluggers, not only from the south, but from Scotland.

If there is one thing that the Sheffield lads know about it is how to organize a trial. The start at the "Rising Sun" near Bamford was excellently handled. Mr. Vigzol supplied his P.A. outfit, and Cuth Harrison laid on the best scrutineering arrangement this chronicler has ever seen. Cars were dispatched to a special tented bay. As each one arrived, efficient gentlemen speedily jacked up the wheels and checked

PROVISIONAL RESULTS

High Peak Trophy (best performance)—Cyril Bold (1,080 Bold).

Beeston Trophy—Walter Waring (1,196 Dellow).*

Needham Trophy—Gordon Mosby (1,172 Ford).

Standard Car Award—Ben Brown (1,172 Dellow).*

Special Awards (in order of merit)—Godfrey Imhof (1,172 Imhof),* A. W. Francis (3,917 H.R.G.-Mercury), Cuthbert Harrison (1,172 Harford), Maurice Wilde (1,172 Ford), L. J. Oliver (1,172 Oliver), Cyril Corbishley (1,446 C.C.S.), J. D. Sleeman (1,172 Sleeman), Mick Beardshaw (1,172 A.M.B.), Ken Bailey (1,443 Bailey), H. Clayton (1,172 Clayton),* G. D. Waldron (1,172 Dellow), C. Hardman (1,172 Dellow).

Team Award—Westriders (Harrison, Wilde and Mosby).

Starters, 95. **Retirements**, 2. **Best aggregate on special tests**—Imhof (78.6 secs.).

* South of England entrants.

steering, brakes and so on. Factory assembly-line rollers were set into the ground on to which drivers had to put their offside rear wheels. Cogs were then engaged, motors revved up and if the bolides remained stationery, diffs were passed as O.K. —altogether a nifty plot.

From the busy car park at the pub., the route lay via Bamford Clough to the twin teasers, Old Lees and Greenhope. Bamford was just too easy, although nine of the ninety-five starters received a large "F" in the observers' sheets, including Bob Wingfield whose newly-acquired 1,100 c.c. H.R.G. didn't respond even to the bouncing of young Pamela.

Old Lees was a different cup of tea. Even if the tricky right-hand hairpin was successfully negotiated, a

(continued overleaf)



SCRUTINEERING: C. K. Bradley's Morford has its diff. tested on the ingenious roller-ramp at the "Rising Sun".

Buxton Week-end—continued

bump of about one-in-one gradient had to be surmounted. As it so happened, few—very few managed to put their front wheels on the ledge. Cyril Bold (1,080 Bold) was farthest up for a long time. Phil Begley (1,172 Ward) made a determined effort but just failed to reach the Bold mark. F. Harrison (933 F.H.S.) arrived in real racer-fashion, minus front wings and boiling like a Naafi tea-urn, but stuck on the bend: E. H. Boot's odd-looking "Boot-cow" stampeded to no avail: Maurice Wilde (1,172 Ford) looked mildly astonished when all forward motion ceased, but team-mates Cuth Harrison (1,172 Harford) and Gordon Mosby (1,172 Ford) both reached Bold's wheelmarks.

Appleton's New Special

Jim Appleton's new Javelin-based car appeared to suffer from fouling between wings and rear wheels: Ken Burgess (3,917 Burgess—disguised Allard) locked over too soon and was defeated by wheelbase. The valves of Alf Morrish's M.G. bounced merrily to the accompaniment of clouds of hissing steam. Godfrey Imhof (1,172 Imhof) made a superb effort to scale the final bump, and

it was touch and go that he would be the first to reach "No-man's-land". C. Taylor's very normal-looking Austin Seven, complete with hood erect, got up farther than most, and F. Greenwood's F.G.S. set off with the body threatening to part company from the chassis.

Francis's Fine Effort

Greenhope was just around the corner. Approached from the road, it was merely muddy gradient, with a bend at the top which looked as if it would remain undisturbed for the entire day. A. W. Francis's Mercury-powered H.R.G. rocketed up and for a fraction of a second looked like entering the last section. This also applied to Wally Waring (1,196 Dellow) who went up with a grim "I'll show these Northerners" look on his face—and he did, just failing to squeeze himself into the virgin territory of Section 5. Bold, too, reached the same point. As a matter of interest, Imhof failed by precisely 4 inches to persuade his back wheels completely into Section 4, a failure which eventually cost him the "High Peak" trophy.

Pindale's hill-climb acceleration and reversing test saw "Lucky"

Lew Tracey (Dellow) move about 1 inch from the line, before an axle-shaft broke with a resounding "clonk!" Poor Tracey. First a crown wheel and pinion, and then a blown gasket: this trials business can certainly be trying. Cuth Harrison was fastest here with 24.2 secs., a time which was later emulated by Imhof. After a poke of fish and chips from the mobile van at Batham Gate, competitors showed off their steering locks in the round-the-pylon test. Arnold Pownall (Rajah) demolished part of the wall. Quickest here were Ken Rawlings (Vanguard) and Ken Bailey (Bailey) with 14.1 secs., and no less than seven folk took 14.4 secs. each.

Litton Slack Simple

Litton Slack was so simple as to be comical when one or two characters fancied they were at Shelsley and almost came unstuck with sheer speed. R. A. Hellyar (Singer) just couldn't get going at all. In all, Litton claimed a mere half-dozen "Fs".

Fred's Folly and its unexpected hairpin settled a lot of hash, claiming forty-two people, including illustrious mud-pluggers like Reg Phillips (Fairley), Ron Faulkner (Mercury), Jim Appleton (Appleton), Ken Burgess (Burgess), Michael Lawson (Lotus), Geoff Holt (G.R.H.), Reg Holt (Ford) and Ken Bailey (Bailey).

Cowdale Capers

Cowdale's famous "Downhill-like the - clappers - back - up - and - down - again" test saw plenty of excitement. Bernard Thompson (A.W.), did the whole thing "wall-of-death" fashion, but was one of the few who cracked 40 secs. Dalton's M.G. clouted the bank, leaving him with an appropriate octagonal wheel, Cuth Harrison and "Goff" Imhof tied for diciest performance, both displaying remarkable dexterity in reversing. Poor Donald Rayner (Ford) stayed put at the bottom vainly attempting to get some retractive effort. Johnny Clegg (Clegg) performed with both nearside wheels "Emerysoning" visibly. No one beat the first man's (Francis) time of 37½ secs.

Between crowds going and coming between Cowdale and Cowlow, the roads were much the same as Silver-



ENORMOUS CROWDS watched on Cowlow. (Above) Harrison's Harford sails up, but (right) Denis Flather's Keystone requires the assistance of several willing hands.

stone on G.P. day. There was an enormous gallery of spectators at Cowlow, and the traffic jam extended for several miles.

Big "Gate" at Cowlow

Francis opened the bail with a beautiful climb, being cheered to the echo as he swept round the rocky hairpin which so often spells "F" on the famous hill. Waring's polished effort was also warmly applauded. Bold "Whartoned" up, making it look ridiculously simple, but eight folk fell by the wayside before Clayton (Clayton) again gave the gallery cause to cheer.

J. D. Sleeman (Sleeman) succeeded amidst yells from his supporters of "Come on Bill!" and

(continued overleaf)



Buxton Week-end—continued

Atkinson's ultra-light Austin also reached the top of the hill unaided. L. J. Oliver's passenger nearly bounced out of the car, but was still aboard when the car successfully attained the summit. Reg Phillips's climb was most skilful, and he deserved the storm of cheering from a "gate" now swollen to gigantic proportions. Ford Ten-engined special pioneer H. B. Woodall urged his Wofford up successfully, and Ron Faulkner treated the whole thing as a speed event, much to the delight of the onlookers. B. J. Bodenham (Dellow) almost came to a standstill, but continued at nearly zero m.p.h. The Wilde-Mosby-Harrison trio shot up as if they were on a main road, whilst Imhof nearly brained spectators as his back wheels picked up and chucked around several sizeable lumps of best Derbyshire stone. Mick Beardshaw saw the coveted Hallamshire Star come nearer, with a particularly neat effort. Miss Corbishley had foul luck when over-enthusiastic bouncing by her passenger knocked the C.C.S. out of gear. Dr. Hardman (Dellow), N. Weston (Dumbo) and G. Wood (C.W.8) all lifted their boots at the crucial moment and stuck on the rocky step.

Burgess's Grand Climb

Perhaps the best climb of the day was accomplished by Ken Burgess, who placed his big car perfectly and never looked like stopping. Thereafter, there was a long procession of failures. Near the end, Cyril Corbishley whisked his white Vauxhall-powered C.C.S. up effortlessly, followed by Ken Bailey, also successful. The Holt brothers both failed, and the last man to see the grassy slopes at the top was Arnold Pownall (Rojah).

At the finish Ken Settle and Freddie James worked like blacks to produce the results. The margin between Bold, Waring and Mosby was very slender, and test times were re-checked meticulously. After dinner, Eric Hodgson accomplished yet another of his firm achievements, by processing and showing films of the day's event.

Yes, indeed, an excellent trial, and a happy day for Cyril Bold who has long wanted to add the "High Peak" to his growing list of successes.



Cuth Harrison (Harford) making a determined assault on the unclimbed section of Old Lees in the "High Peak".



B. J. Bodenham's Dellow on the same hill, the top part of which defeated the entire entry.



Mike Wilson (Wilson) nearly demolishes a wall, during the special test at Batham Gate.



he would have got further if his passenger had done a spot of bouncing. Wall in the Dellow was both fast and neat, an unusual combination. The first to raise a cheer from appreciative onlookers was Miss Store. She took her Austin up in masterly fashion, fast and confidently.

Dun Cow's Grove, a new introduction, was the next obstacle—a muddy three-ply track sprinkled with odd rocks. Bertie Jones in the Reliant three-wheeler was the first to break a string of failures by the motor-cycle brigade. Unfortunately, he removed all his brake gear later

(continued overleaf)

The M.C.C. "Buxton"

IF a course including some of Derbyshire's most famous rockeries could be described as "easy" that definition applies to last Saturday's M.C.C. Sporting Trial. Drivers of "standard" cars probably won't agree but the Club's Committee will, for the list of premier award claimants is a long one!

The traditional opening gambit, Jenkin's Chapel was certainly in a benign mood, the bottom hairpin troubling no one though the rocks above demanded respect. Contrasts in driving method were soon apparent, Mike Beardshaw picked his path deftly while Wood, with the Railton-nosed CW8 nearly climbed the wall in an excess of zeal. Then Edward Harrison, recovered from his Gamston spill, came by and without using a single superfluous engine revolution kept the situation completely in hand. Although listed as a non-starter, he motored very nicely throughout. Quicke's M.G. TD scored the first failure—though



"BUXTON" SHOTS

SOME NEED EXTRA MAN-POWER:
(Top) D. R. A. Quicke (M.G.) on Jenkin's Chapel.

....AND OTHERS MORE HORSE-POWER. (Centre) C. F. Widman's A.C. on Dun Cow's Grove.

....BUT SOME GO UP UNAIDED
(Bottom) Miss E. Store (Austin), Brands Hatch Ladies' Race victor, conquering Jenkin's Chapel.



M.C.C. "Buxton"—continued

at Washgates, and was no more seen. Swan's Austin went up nicely with an anxious moment while the front was airborne. Then Widman's drop-head A.C. needed the tractor, but by the time the tow rope broke was well away—better in fact than his tower!

PROVISIONAL RESULTS

Best Performance by M.C.C. Member—F. D. Dent (Allard).

Best Performance by Member of Invited Club—J. D. Sleeman (Sleeman).

First Class Awards—R. W. Phillips, R. E. C. Brookes, A. M. Beardshaw, G. Wood, W. H. Waring, H. F. Brayshaw, M. Wilde, A. W. Lilley, G. Dracup, J. H. Marshall, W. L. T. Winder, F. Dean, C. R. L. Nicoll, W. F. Mead, A. Rumfitt, R. C. Willis, Miss D. E. Store, C. R. Hardman, P. M. Goodall, D. Clare, D. F. H. Cotton, F. A. Rhodes, K. E. O. Burgess, A. E. Frost, Miss H. B. Kemble, E. B. Wadsworth, D. W. Price, A. E. Jackman, K. R. Bailey, C. Corbishley, Miss D. Corbishley, J. H. Barrow, H. C. Roberts, R. E. Holt, G. R. Holt, J. C. Wallwork, E. R. A. Hulme, P. A. Atkinson, F. D. Dent, C. F. Crossby, R. A. Hopkinson, E. G. Spence, J. Readings, M. V. Todd, G. D. C. Oustroumoff.

Second Class—H. H. Alderton, A. W. Morrish, J. H. Appleton, R. W. Faulkner, H. C. Bramley, H. H. Cryer, C. R. Price, B. D. S. Ginn, N. V. Terry, M. H. Lawson, A. Pownall, D. G. Flather.

Third Class—F. E. Wall, B. H. Brown, R. A. Hellyar, P. S. Hughes, W. J. Haward.

Team Award—A. W. Lilley, K. R. Bailey, C. Corbishley.

LITTON SLACK

(Above) Jim Appleton's new Javelin-based special leaves the line during the M.C.C. event.

TORSIONED:

(Right). Close-up of the front suspension of Appleton's interesting machine, showing the tubular chassis and front of the set-back, "flat-four" engine. The car, apart from the frame, is built up from Javelin components.



track non-stop however and made a clean climb. Lilley was another to try motoring sideways, and he too made the grade. Jim Appleton had his moments in the gateway before settling down to the main climb. Godfrey Imhof's imposing Special went up like a lift—even accelerating smartly on the steep top pitch. Arrived there, however, he found an oil famine in the engine—which caused late night work with big-ends before the next day's High Peak Trial. Wadsworth was a worthy contender for F.T.D.! Down at the bottom half-a-dozen crews releasing air from their rear tyres made the place sound like a snake pit—or maybe Euston Station! They were wise; it didn't pay to take liberties. Beefy Rhodes arrived after a tiresome day of carburetter tinkering

So to a stop and restart at Old Joe's Lane, and then to the rocks, hairpins and walls of Washgates where several more mechanical casualties occurred, including Boye's Batten Special which sheared a half-shaft. Pilsbury is a hill which depends on rain—last year it fairly mowed 'em down, but this time claimed hardly a victim. Even Litton Slack, where more than once an entire entry has had to admit defeat, was a piece of cake—or nearly so. But Alf Morrish leaning too confidently on hearsay evidence tried the climb with tyres full of air and failed on spinning wheels. Reg Phillips provided excitement when the Fairley took a high speed lurch into the bottom gatepost (fortunately no longer a stone one!) and then explored the valley. He regained the

and had the satisfaction of taking his Nash up clean.

Bamford Clough was the last—and usually is not the least—problem, but like earlier hills proved a shadow of its ordinary self with only a single short slimy patch.

After the finish the Lowes, that indefatigable pair of standers in exposed places, were bemoaning that nobody would overshoot line D of their carefully laid Brake Test.

The usual M.C.C. festivities followed at the Palace, Buxton, where it was announced that Dent had won the principal award of the day—a particularly pleasing success for Dennis had been struggling with adversity all the time. Bill Sleeman is warmly to be congratulated on ranking as co-victor, his first major success after a series of "runners-up".

Tough Taunton Trial

WARING (DELLOW) WINS ALLEN TROPHY

STARTING from the Western National Garage, Taunton, on 15th October, Len Parker (Parker Special) led the other forty-three competitors on what proved to be a most enjoyable and sporting forty-mile course, comprising ten hills and two special tests with a half-hour interval for lunch at the "Holman Clavel" Inn.

The morning hills included the Glide, an old favourite which most of the entry climbed with ease, closely followed by three sections situated in Blindmore Farm.

The first of these, aptly named the Esses stopped the entire entry except Wally Waring (Dellow), who made a beautifully judged climb when conditions were at their worst on the steeply cambered right- and left-hand bends; other competitors who nearly mastered this piece of "trickery" were Alf Morrish (M.G.), J. T. Spare (Whiteford), E. B. Wadsworth (Ford), and Gilbert Best (M.G.).

The next section, New Cut, comprising a straight, steep, muddy climb, presented little difficulty to anyone, and this also applied to the Dip. Competitors having crossed the stream found plenty of grip on the opposite slope; the only competitor to lose marks being J. R. Tarr (Austin).

Early members ran into a sudden shower on the way to Greenhill, the fast section of the afternoon's circuit. On the way competitors completed the second of the special tests; Dennis Cotton (Cotton) and Cyril Bold (Bold) proved to be the quickest.

Greenhill a Stopper

On Greenhill, a steep grassy acclivity with a R.H bend, the rain had made it "just right" and even the early numbers failed to get any advantage, all stopping half-way up the section until J. J. Whitefield made an appearance. Placing his Ford on the exact line he made the only clean climb of the entire entry. E. B. Wadsworth (Ford) also made a very good attempt, failing in the last sub-section, while the ultimate winner,

Waring (Dellow) and Best (M.G.), who was almost the last man, managed to get into sub-section two before coming to a standstill. Dumpdon and Hill End, the next two hills, presented very little difficulty. Whites Hill proved to be the real stopper of the trial, starting in a small stream and gradually getting steeper with deep mud ruts and slight right- and left-hand curves, finishing in a sharp, steep climb on to a flat, mossy, bog-like plain.

Whitefield Nearly Does It

After several failures, Whitefield (Ford) made a very spirited attempt only to fail because of tyre trouble; the bolts sheared and he was left with the wheels spinning inside a stationary tyre.

The next competitor, L. J. Tolman (Betsy), placed his car perfectly and with excellent team work got his front wheels into the last sub-section before coming to rest. Ken Burgess (Allard), handling his big Allard in masterly fashion and throwing up a curtain of mud and stones, climbed into sub-section two before spinning to a standstill.

Waring made his appearance at the tail end of the entry to raise hopes for a clean climb, but he failed within 5 yards of the "section ends" card.

After the strenuous work on Whites Hill the next section, Whites Plot proved easy, but only a few hundred yards along came the last hill of the day, Hense Moor Bends—this hill put the final sting into a very sporting course.

Tolman (Betsy) was the only competitor amongst the first thirty to reach the last sub-section before gradient and wheelspin brought him to a standstill. Amongst the final dozen, Waring and K. Bagley (Ford) made really wonderful efforts to register the only two clean climbs for the whole entry.

At the finish, only half a mile from the last hill a mobile canteen dispensed hot drinks and food and the provisional results were announced

within 30 minutes of the last man signing off at 4.30 p.m.

On all sides competitors were praising the very efficient route marking, the marshalling of drivers by the club's motor-cycle trials riders who were dispersed before the trial started and after every eight cars were dispatched a motor-cycle accompanied them to act as a liaison in case of emergency and a motor-cycle back-marker, who was also an expert mechanic to lend a hand to anyone in trouble.

J. B.

PROVISIONAL AWARDS LIST

Allen Trophy (Best performance)—W. H. Waring (1,196 Dellow S), 3 marks lost.

Bonner Trophy—(Runner-up) L. J. Tolman (1,172 Betsy), 8.

Alan Small Trophy (Best up to 1,500 c.c.)—K. Bagley (1,172 Ford), 10.

Hare Trophy (Best over 1,500 c.c.)—K. E. O. Burgess (3,947 Allard), 15.

Charles Allen Club Trophy (Best T.M.C. Member)—G. W. Best (939 M.G.), 12.

Team Award—Taunton M.C. (Tolman, Whitefield and Fitzwater).

First Class Awards: E. B. Wadsworth (1,172 Ford), 13 marks lost; J. J. Whitefield (1,172 Ford), 14; B. Fitzwater (1,087 Riley), 15.

Second Class—C. L. Bold (1,080 Bold), 16; A. W. Morrish (939 M.G.S.), 16; D. W. Price (1,172 Price), 16.

Third Class—J. Readings (1,781 Regent), 17; H. Sinclair-Sweeny (1,172 Ford), 18; J. T. Spare (1,172 Whiteford), 19.

* * *

SOUTHPORT WEEK-END

Dining, Films and Dancing at Birkdale

THE V.S.C.C. (Northern Section) Southport Week-end, Saturday, 18th, and Sunday, 19th November, will be based on the Palace Hotel, Birkdale, Southport, and will open with a dinner at which Mr. Forrest Lycett, past president of the club and owner of the Fastest Bentley, will be the guest of honour. A film show and dancing will follow. On the Sunday, competitions will be run which are described delightfully enough as "starting at a civilized hour and ending by opening time".

RUSSELL LOWRY's

Northern Lights

B.R.M. AGAIN NEW NORTHERN CLUB—O.M. "GEN"
REQUIRED—COOPER CAPER—F.T.D. "SALOON"
CLASS—SHUT THE GATE—1,000 MILES RALLY



GOODNESS knows, there has been no lack of criticism and suggestions regarding the B.R.M., but I don't recall having seen its actual name criticized before. Reg Phillips, writing on Friday the 13th, and for that reason perhaps feeling a little substandard, implies that with one thing and another, our proud national adjective "British" is becoming a "nauseating symbol of officialdom". Maybe this feeling is the result of driving round airfields in a crash hat with the hood up! His suggestion is that the B.R.M. should be re-christened the *Britannia*. He also thinks that Shawe-Taylor should be put on the short list of B.R.M. drivers. I think most enthusiasts have their own private list of ace conductors, and have no doubt that Brian figures prominently on many of them.

* * *

THE same correspondent would like to see more very slow corners (how about Gamston and the hairpin at Rhydymwyn?) incorporated in short circuit events with a view to improving the breed of sports cars to be sold on the world markets. His feeling is that too much energy is concentrated on producing cars with enormous performances between 70 and 130 m.p.h., while the average customer spends most of his life going from zero to 70. I throw this morsel to the technical lions, and would only remark (entirely without cynicism) that I don't think anybody actively sets out to "improve" the breed as a main objective. The improvement takes place as a by-product of the general effort to excel in any given form of competition.

* * *

A WELCOME bouquet for AUTOSPORT in the north comes from Chris Slater. As a result of a short announcement appearing some weeks ago of the formation of a new club in the Carlisle district, a large number of letters reached him from people as far apart as Kendal and Dumfries, all of whom had "seen it in AUTOSPORT". Far be it from us to claim undue credit, but it is nice to know that we have been of assistance in launching the club, which is to be known as the Cumberland S.C.C., on its way. The fostering of the sport in every possible way is one of the major objectives of the book, which, incidentally, has a northern office so as to cater for this long starved region.

* * *

VERNON PILKINGTON seems upset at figuring among the award winners in the "Jeans" as driving a Morris Oxford, whereas in actual fact, he was mounted in or on

the ex-Murkett P.B. M.G. It seems that he changed his entry at the start from a Morris to the M.G. Sorry. Personally, we should have been tickled to death if we had outdriven a lot of "Specials" in a Morris, even on paper!

* * *

BEHIND the appeal from Southport reader F. Lister for an instruction book on the 1931 supercharged 2.3-litre O.M., lies an interesting little story. It seems that four O.M.s were specially built for the Targa Florio race of that year, three for the race, and one a spare. The latter evidently found its way to this country, where it was used by the manager of the O.M. Depot, until jacking up time came along. It has now emerged from its long retirement, but nobody seems to know very well what makes it tick. Hence the frantic search for an instruction manual.

* * *

A COUPLE of days before the Altcar Sprint Meeting, one of our Liverpoolian racers felt it would be a good idea to give his Cooper 500 a brief airing, to make quite sure that everything was all right. Unfortunately, the car itself happened to be in a city garage, and the surrounding streets did not lend themselves easily to trial runs. During a lull in the activities of the great seaport, the Cooper was taken to a side entrance, and the driver with overalls over his natty suiting, climbed into his seat. A push, and they were off. Any slates that fell from the surrounding roofs as the J.A.P. engine sprang into life would have to be written down to sparrows or last night's storm.

After a brief caper round the back streets, the little car was whistled into the lift and secreted under a dust-sheet in an obscure corner. Our driver removed his overalls, smoothed his hair, and was his debonair self again, in time to receive a breathless policeman on a bicycle inquiring "Did you see the racing car, which way did it go? I'll do him!"

* * *

GILLIE TYRER has come to the conclusion that "Motor Racing may be Dangerous", but crossing the road on foot is even more so, especially when there are curbstones on which to sprain the unwary ankle. A skid at a mile an hour has put him on crutches. The incident has, however, a lighter side, as during the party which followed the Altcar meeting, Gillie's crutches were impounded to see who could make the fastest lap of the

bar. Some very forceful driving was seen, especially by Guy Warburton and Porter Hargreaves. Fastest time for the day, however, went to George Wright by the narrow margin of one-fifth of a second.

* * *

THE Sheffield and Hallamshire Club always do things well, but among their "Final Instructions and Notes" regarding the High Peak Trial, there is an item which might well be issued on a separate card with R.A.C. Competition Licences, rather after the manner of the Highway Code and the ordinary Driving Licences. Above a delightfully effective sketch of an irate agriculturalist appears the legend "Don't leave the gates open, you may let a farmer in". The observance by all sporting drivers (or rather passengers, since they are the unfortunates who usually get the job) of this injunction, would do more than any other single thing to remove prejudice against trials.

* * *

THE temperature is already building up for the *Daily Express* 1,000 Mile Rally, and as Chester is the Control on which all routes converge, readers will be interested to know that this nodal point is being organized by the Chester Club. The site will almost certainly be the Little Roodee, scene in the last two thousand years of everything from single combat to—well, the 1,000 Mile Rally.

Thursday afternoon will see competitors converging on the town, which will be in the middle of its market day convulsions, so a study of the street plan is liable to

pay dividends. It says in the regulations that "Further Controls will be introduced between Chester and Torquay". At the moment of writing, competitors have not been informed where these additional Controls will take place, but Llandrindod Wells seems a reasonable piece of intelligent anticipation. If this proves accurate, it will be proper to sound a warning note about the apparently direct road from Newtown to Llandrindod. This must be one of the most infuriating stretches of road in the British Isles, and competitors who really try to hurry over it are liable to end up in hospital or with grey hair, for corners are incessant and generally ill-sited. Two, in particular, collect a regular crop of ditchings. The road round by Llanidloes and Rhayader is half a dozen miles longer, but infinitely preferable from the wear and tear point of view. I have not actually timed the difference. If hard-pressed, the direct road is possibly quicker, but burns up twice the amount of energy and concentration.

* * *

THERE seems to be a growing tendency for events to collect themselves into "week-ends". The Buxton Week-end is an institution and a major sporting occasion in the north, but we have also had the Scarborough Week-end, the Vintage Week-end at Southport is pending, and there are, of course, others. The idea has much to recommend it from every point of view. An enjoyable social atmosphere is created. The calendar is simplified, Travelling is reduced, and the town or hotel which serves as headquarters is brought to see the advantage of such gatherings, especially in the off-season. By all means, let us have more week-ends.

ANTHONY CROOK'S "MONTHÉRY" BRISTOL R.A.C. Engine Examination

WHEN Anthony Crook covered 104.78 miles in one hour at Monthéry, he had the engine officially sealed, and I was present when the seals were broken and the engine underwent an R.A.C. examination. The object of this was to ensure that the car was a standard Bristol type 401, 2-litre saloon.

First of all, Mr. H. R. Godfrey, who represented the R.A.C., tested the compression ratio to see that it had not been raised above the standard figure of 7.5 to 1. This was done by pouring a measured quantity of oil into the cylinders with the pistons at top dead centre, after which the head was lifted to check the bore and stroke. The motor stripped down well, and there was no visible damage or excessive wear.

It was obvious that the head had been very hot between adjacent pairs

of cylinders, but the gasket was intact. As the car had a standard rear axle ratio, the engine had to maintain some 5,700 r.p.m., so a little warmth was excusable.

The type 401 has a very roomy body, and the airflow research at Bristol must have resulted in most efficient contours. Anyway, Crook has now proved that Britain produces a 2-litre car with a genuine 110 m.p.h. maximum.

JOHN BOLSTER.

* * *

R.A.C. VETERAN CAR RUN Change of Date

THE Veteran Car Run from London to Brighton, organized annually by the Royal Automobile Club, will take place this year on Sunday, 19th November—not 12th November. This change of date was made some months ago in order to avoid the Run

being held on Remembrance Day. The Run will start as usual from Hyde Park and finish at Madeira Drive, Brighton. A feature will be the revival, at the end of the Run, of the procession of competing vehicles along the promenade at Brighton.

* * *

PRODUCTION CAR RACE Proposed Isle of Man Event

THE Manx A.C. has submitted proposals to the R.A.C. for a Production Car Race on the Isle of Man motor-cycle T.T. circuit. Tentative date is some time in June, 1951. The race would be for four laps of the circuit, which is acknowledged as being one of the most difficult road courses in the world. This is approximately 150 miles.

Hon. Secretary of the Race Committee is Brian Mylchreest, Manx A.C., Hill Street, Douglas, I.O.M.

Correspondence

WE are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the note-paper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.

* * *

AT this stage of the B.R.M. enterprise I think it only fair to ask ourselves the question "Where would British motor racing be to-day had there been no Raymond Mays?"

Raymond Mays's valuable pioneer and development work for ten years previous to E.R.A. led up to his famous racing car "The White Riley". This in turn made E.R.A. possible. Mays was not only the number one driver, and our best "ambassador" of motor racing abroad, but the driving force behind E.R.A. Throughout his very long career he has seldom driven foreign cars. The name E.R.A. is famous throughout the world. What is more important, had there been no E.R.A. cars most of to-day's leading British drivers would have had no cars upon which to uphold British prestige both before the war and since, or to gain driving experience.

Now we come to B.R.M. I do not think that any other man living could have done what Raymond Mays has done. He started a gigantic and difficult task and I feel sure that if we could only know all the facts we should be even more grateful to him. It is obvious that the B.R.M. enterprise has been a great strain to him; nevertheless I consider that few, who love racing driving as he does, would be so content to stand down and let others drive the car which has been his life's ambition to build and race.

If any man has ever given his entire life to the interests of motoring sport Mays is the man. Good luck to him, his friend Peter Berthon, who has so long worked with him, and to the B.R.M.

IAN RUSTON.

CHATTERIS, CAMBS.

* * *

WITH reference to Mr. Malcolm Speirs's letter (6th October) on the subject of Raymond Mays's Supercharged Vauxhall-Villiers, I can confirm that his information is substantially correct, except for the fact that there were originally three, not two, 1922 T.T. cars.

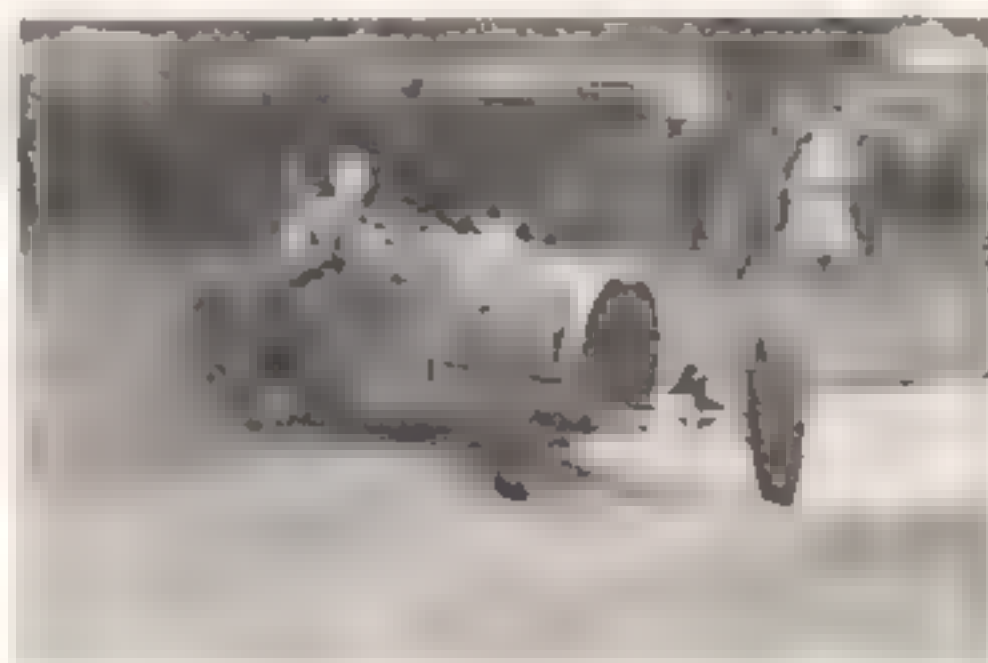
With regard to Mr. Speirs's plea for a case history of this car, I would point out that such has already been published, in the October 1949 edition of *The Vauxhall Motorist*. The article comes from no less an authority than Mr. Mays himself and makes extremely interesting reading.

LESLIE W. POWER.

UFFINGTON, SHREWSBURY.

I WAS very interested to read the article on "Old Soldiers I Never Die" together with the illustrations of the Vauxhall-Villiers. It brought to my mind the appearance of the "Bugatti Vauxhall" at the Yorkshire Sports Car Club's Speed Trial held at Wetherby Grange on 10th July, 1938. This was the Vauxhall-Villiers engine placed in a Bugatti chassis, and was in the hands of Peter Walker. The entrant was J. Hanson of Bingley.

I regret that I haven't the car's time for the half-mile course, but on the first run Peter gave it too many revs on the tricky fast bend near the start, and it left the road very gracefully. I was able to take two snaps in quick



Peter Walker (Bugatti-Vauxhall-Villiers) at Wetherby, in 1938. This is the second snap referred to by Mr. Jack Tatham.

succession—one (somewhat blurred) shows one wheel airborne, and the tyre on the other front wheel slightly stressed!—and the other shows him regaining the road, with turf and mud being thrown up by the rear wheels.

JACK TATHAM.

SHERWOOD RISE, NOTTINGHAM.

* * *

FURTHER to the correspondence on the subject of the Vauxhall-Villiers published on 22nd September, I would point out that this photograph almost undoubtedly showed the sister car to Raymond Mays's which was driven by David Brown with some success both at Southport and Shelsley.

Two of the original T.T. Vauxhall cars were modified by the fitting of Amherst Villiers superchargers, better braking and modified internals, one going to Mays and later being modified into the square-radiated Villiers-Supercharge, the other to David Brown, and this car remained in the original modified form intact till shortly before the outbreak of war. It spent some years in Arthur Baron's workshop at Dorking and was, I believe, eventually sold to a man named Martin who ran a garage in Guildford. Subsequently, I understand, it blew up extensively.



Here is the Anherst Villiers supercharged, twin-o.h.c., four-cylinder engine of that much-discussed Vauxhall of Raymond Mays's. This photograph was probably taken in 1930.

Both these cars which were, as everybody knows, exceedingly potent, were reputed to be extremely nose-heavy and very awkward to drive at high speed. The Villiers-Supercharge which passed to Cummings after Raymond Mays was reputed to have ruined its chassis frame after its famous spin at Poole and Tony Brooke's car uses a chassis frame based on the Carson special.

JAMES R. M. BOOTHBY.

LONDON, S.W.7.

(So far as we are aware, it was Raymond Mays's car that we showed.—ED.)

* * *

I COULDN'T disagree more with the views expressed by your correspondent John Deacon in your issue of 6th October.

The many established motoring journals already being published deal more than adequately with the comparatively minor side of motoring sport represented by Grand Prix racing, and your appeal is more likely to be to the thousands of club members who like to read of the doings of their associates. I really cannot do better than fully endorse the views expressed in the excellent letter of H. R. Stevenson in the same issue.

Best wishes for your continued success.

F. W. ELLINGSWORTH.

W. WICKHAM, KENT.

* * *

IN his 29th September article "Chain-drive versus Shaft", John Bolster has incorrectly presented the facts concerning the behaviour of chain-drive layouts.

The countershaft and the axle are usually held apart by a radius member which is pivoted on the chassis near the countershaft at one end and carries the axle bearings at the other. When a given torque is applied to the countershaft and then to the axle and wheels (through the chains), an opposite torque is introduced into the radius assembly which tries to turn in the reverse direction to the wheels and countershaft.

When the countershaft is located forward of the axle, the torque in the radius assembly tends to raise the chassis at the countershaft pivot point; the force required for this is equal to an increase in pressure between the rear wheels and the road. This action, and reaction, was particularly noticeable in the G.N. or early Frazer-Nash.

The example given by John Bolster, of resistance to the rotation of the road wheels, is only true if this resistance is due to the seizure of the axle bearing.

If the countershaft is located behind the road wheels, then the radius assembly torque will tend to lift the wheels off the road when power is applied. It would, indeed, be interesting to know how the designers of Raymond Mays's new special have overcome this serious disadvantage.

T. B. O'REILLY.

HOTEL LÖWEN, ZÜRICH.

(Our correspondent is on the technical staff of Swissair.—ED.)

* * *

WITH reference to your report in the 6th Oct. issue of AUTOSPORT, while in no way disputing your words "the crowd were treated to a wonderful finish for third place", I would like to say that at Woodcote we were treated to the splendid sight of de Graffenried far from "fist-waving" give a very obvious pass signal to Gerard. It would be interesting to know if other members got the same impression and judging by the very spontaneous cheer that went up I imagine they did, it may however have been sheer joy at Gerard taking third place. At the same time I cannot see any reason for de Graffenried to have indulged in any "fist-waving" at that particular moment as Gerard as you so rightly observe came round in his usual perfect style. I maintain the waving was well in advance of Gerard's overtaking.

Anyway it was a grand meeting and by the way thanks for AUTOSPORT, it's a grand paper.

MARIAN GILBERT.

SURBITON.

* * *

YOUR report of the Goodwood September meeting, although excellent in the main, contained references which are quite capable of causing a good deal of bad feeling.

I refer to your description of the fight for third place between Baron de Graffenried and Bob Gerard and I quote your report: "De Graffenried tail-slid viciously coming out of Woodcote and was completely out-driven by Gerard who came round in a perfectly controlled slide, to snatch third spot in front of the Swiss, who again indulged in a frantic display of fist waving."

From my position in the Woodcote stand I had an excellent view of the whole incident. De Graffenried and Gerard came into the corner a few yards apart. Gerard was certainly driving like the master that he is and was pressing the Swiss to the limit. De Graffenried did tail-slide badly and took up all the road in the process. Gerard, who took the corner perfectly, was forced to ease up slightly to avoid collision and was thus

(continued overleaf)

Correspondence—continued

denied his last chance to get through. The Swiss, realizing that through his mistake he had robbed the Britisher of third place, pulled his Maserati to the right of the road, throttled back and waved the E.R.A. past. This was the act of a real sportsman, especially when it is realized that only the first three positions carried prize money.

By the way, no mention has been made by you or by any other motoring publication of the "Dangerous Clot" in an aeroplane who dropped a whole packet of leaflets over the track at Woodcote Corner in front of the approaching cars at the end of the first lap of the Goodwood Trophy. This might have been the cause of a serious accident. Who was responsible? What was the big idea? What was printed on the leaflets? and has anything been done by the organizers to bring the culprit to book?

R. A. H. ARNOLD

RICHMOND, SURREY.

* * *

I should like to query a sentence that appears at the bottom of page 202 in the 6th October issue of AUTOSPORT. The sentence reads: "Nevertheless, the double-knocker Norton remains the fastest of all half-litre engines of to-day, the four-cylinder Gilera and M.V. not excepted."

What exactly is meant by "fastest"? Is it implied that it revs faster, produces greater b.h.p. or will propel a vehicle at greater maximum speed? I suppose that the phrase: "all half-litre engines of to-day", refers only to

unblown motors, as, undoubtedly, the 500 c.c. blown BMW twin of Georg Meier and the 500 c.c. blown N.S.U. twin of Heiner Fleischmann, as raced this year, rev faster than the double-knocker Norton and develop nearly double the b.h.p., and propel the motor-cycles considerably quicker.

These blown German machines are the fastest 500 c.c. motor-cycles in use to-day.

Of the present-day unblown half-litre motors, both the Gilera and M.V.-Agusta fours develop more power and at higher revs than the 1950 works Norton -let alone the standard double-knocker "Manx" type motor as pictured on page 202.

JOHN N. DEACON.

HIGH WYCOMBE.

* * *

I AM in agreement with Mr P. W. Battle (letter, 6th October) and would be very interested in a 500 c.c. two-seater, having become fed-up trying to obtain a decent, reliable sports car without having to pay at least £50-£60 more for one than it cost fifteen years ago.

The first Cooper two-seater used a Triumph twin motor and was, I believe, a very able and good-looking car. Unfortunately I have never seen it although I have always hoped to.

What about it, AUTOSPORT? Is there a market for a Cooper-type two-seater with a motor cycle engine? If so, let's have some ideas.

B. P. MERIFIELD.

LEATHERHEAD, SURREY.

Give Credit to Paul Vallée

CONGRATULATIONS to Mr. Norman Smith for his "Case History of the Lago-Talbot", which is very interesting even to French people. I think it would be fair, however, to point out that from 1946 to 1949 the credit for Talbot victories goes largely to Paul Vallée and his Ecurie France. Driving for this stable, Chiron was second at St. Cloud in 1946, and made fastest lap; Chaboud won at Perpignan and Marseilles in 1947; Chiron and Giraud-Cabantous were first and second at Comminges that same year, while at the season's close Chiron won the French Grand Prix at Lyons, and Giraud-Cabantous the Coupe du Salon. In 1948 Chiron was second at Monaco and third at Comminges, and Cabantous second at Pau, first in the Grand Prix de Paris and third in the Coupe du Salon, becoming French champion for the year. Up to this time the two cars were (1) the single-seater with single camshaft 4½-litre engine of 1939 type; (2) the second string, usually driven by Cabantous, a two-seater basically 1937, with the same type engine as the *monoplace*; probably the car driven pre-war by Etancelin.

At the end of 1948, Vallée took delivery of a brand new, slightly offset single-seater which was driven by Chiron in the British Grand Prix at Silverstone. With this car, Louis the "debonair" won the 1949 French

Grand Prix at Rheims. Guy Mairesse also raced under Vallée colours for a time in 1948 and 1949, both with the ex-Chaboud Delahaye and the Talbot which was crashed at Albi by Raph in 1949. Mairesse himself crashed the car at Monza, after which the bent chassis was renewed. Cabantous drove this car at the Silverstone *Daily Express* meeting, 1949, and at Geneva.

This car, and the old 1939-type single-seater—a better-looking car, in my opinion—are both for sale. The engine of the earlier type was designed by Becchia, while the later Lago-Talbot unit was developed by the Talbot chief engineer, Marchetti.

The Ecurie France two-seater was rejuvenated for sports car events. It then raced in the Monthéry twelve hours' race in 1948, and in the A.C.F. Grand Prix (for sports cars) at Comminges the following year. I think Paul Vallée's achievements are well worth mentioning because to many of us back in 1946-47 Talbot meant Vallée. It should be noted that Vallée received no financial aid from the Talbot concern and was definitely not racing the Talbot in the way the Scuderia Ferrari did with Alfa-Romeos before 1938. Vallée is out of the game now, and is building motor-scooters at Aubervilliers.

GERARD CROMBAC.

PARIS.

Performance on Parade

SAGA OF THE SS—SEVERAL 100 M.P.H. BRITISH CARS—
A REVIEW OF THE 1951 EARLS COURT MOTOR SHOW

By THE EDITOR

PERFORMANCE is certainly on parade at Earls Court, and the exhibition which closes to-morrow has told the world that this country can build motor-cars of the type that formerly were supposed to be available only from Continental manufacturers. In point of fact, the British motor industry now leads the world in the number of ultra-high performance vehicles that are marketed.

We are in the proud position of being able to offer several cars capable of over 100 m.p.h. Jaguar, Jensen, Allard, Frazer-Nash, Bristol and Healey all list sporting machines in the century-plus category, which is a remarkable achievement in view of the paucity of such cars in general before the Hitler war.

The new Mark VII Jaguar saloon has been the show sensation. With a 160 b.h.p., twin-o h.c., 3½-litre engine, really beautiful lines and race-proved suspension and road-holding, this magnificent car has shaken the world of automobile engineering to the core. It seems only yesterday that Mr. W. Lyons, builder of side-cars in a comparatively small way in Blackpool, turned his hand to special bodies on Austin and Standard chassis. Remember the little Austin Swallow? In two-seater and miniature sports saloon form, these cars had a ready sale in the late 'twenties and early 'thirties.

In 1932, William Lyons brought out the original SS, which, like the modern Jaguar, was also a show-time sensation. The initials stood for Swallow Special, and not Standard Swallow as seems to be the general impression. The rakish SS I was, of course based on the 20 h.p. and 16 h.p. Standard chassis. This was followed by the 9 h.p. SS II, also of Standard origin.

Gradually the SS cars developed more and more sporting characteristics. The Alpine open tourer was followed by the SS 90, a two-seater with a 2½-litre side-valve engine. Then came the famous SS 100 o.h.v. 2½-litre and 3½-litre cars, which offered a remarkable performance at an unbelievably low price. They were known as SS Jaguars, and used a great many parts, including the engines, of Standard manufacture.

Since the war, Jaguars are built entirely in the concern's own Coventry factory. The wonderful XK 120

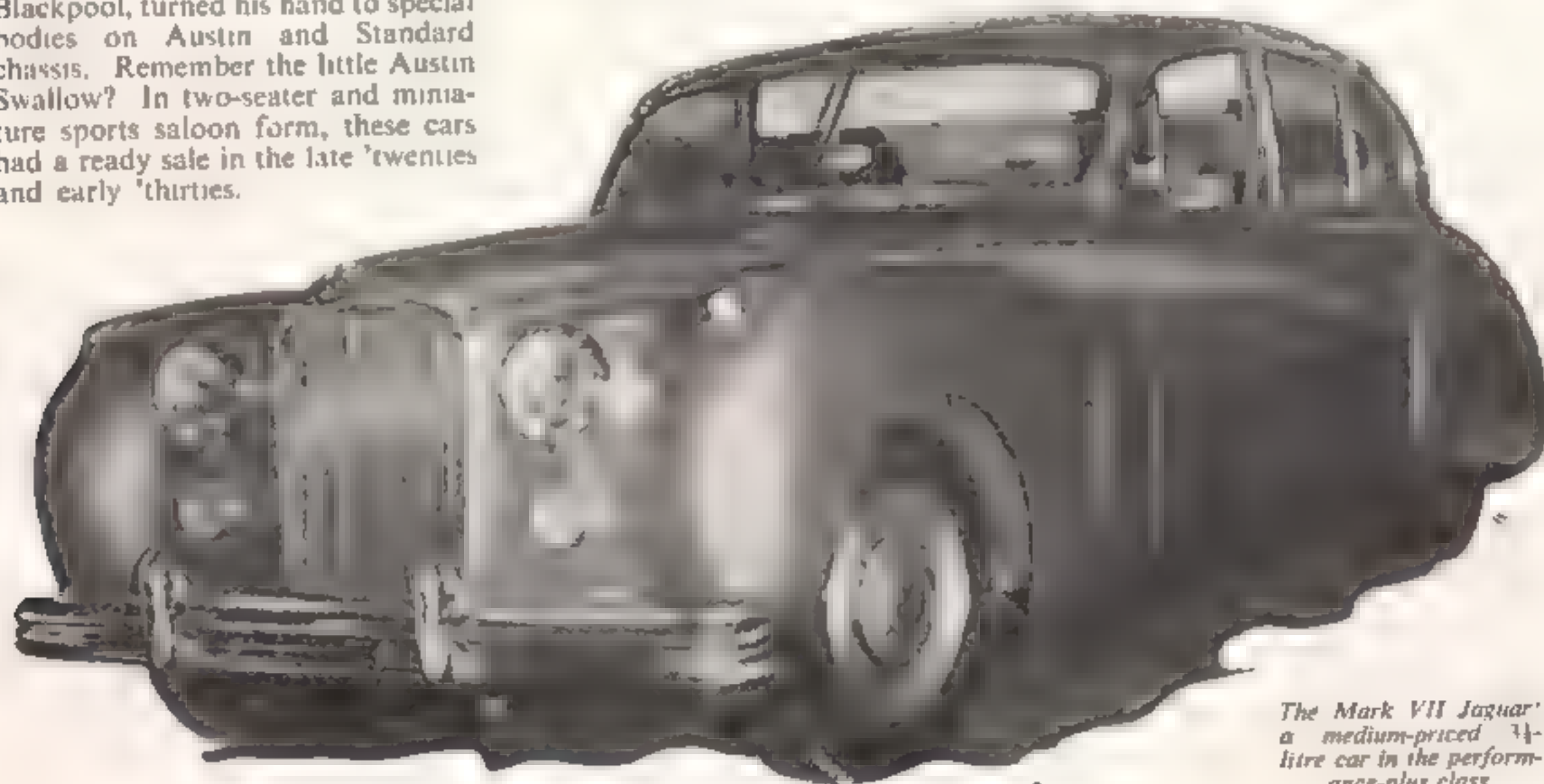
engine was developed during the immediate post-war period, and much of the experimental work was carried out, particularly in connection with cylinder head design, by Westlakes.

When Lieut.-Col. Goldie Gardner achieved 176.694 m.p.h., with an unsupercharged, four-cylinder, 2-litre Jaguar engine, the existence of new power-units became known for the first time. With the advent of the XK 120 two-seater, to back up a fine range of closed cars, Jaguars were on top of the world in so far as high-performance was concerned.

All the more remarkable is the fine craftsmanship which goes into the Jaguars, at what must be regarded as incredibly low prices. In the matter of m.p.h. per £1, or m.p.h. per \$ if you like, there is nothing in the world to-day which can approach the Jaguars for sheer value.

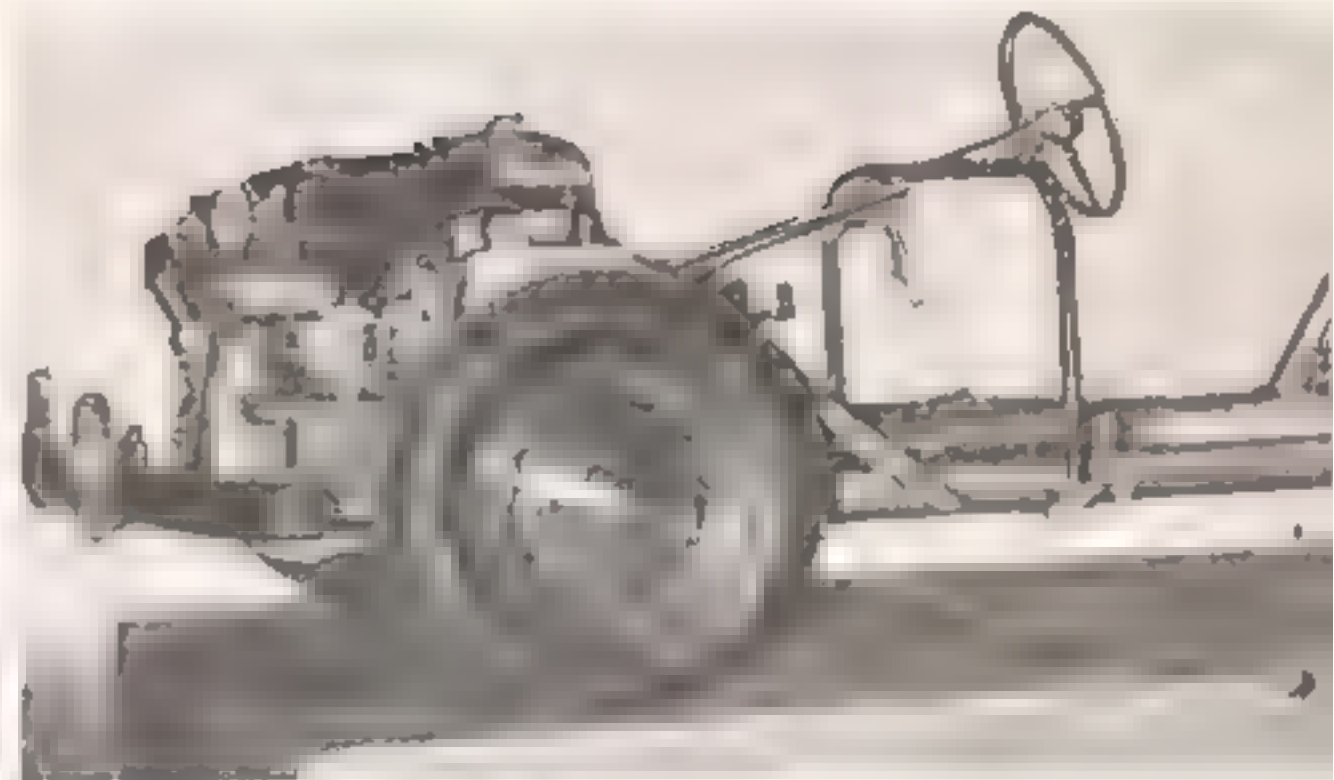
The front-page news Mark VII should not, of course, monopolize this article entirely. Aston Martins have on their stand a couple of machines which even the adjective

(continued overleaf)



The Mark VII Jaguar, a medium-priced 3½-litre car in the performance-plus class.

Performance on Par

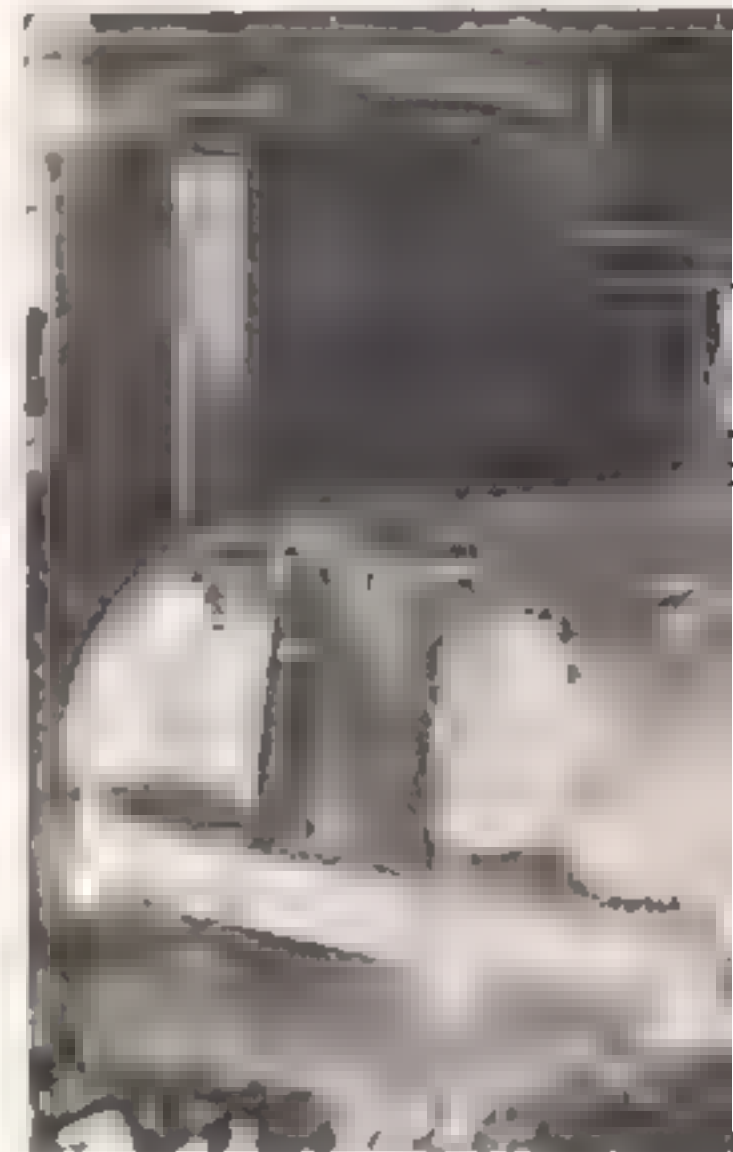


(Above) Jowett Jupiter chassis

(Left) 1½-litre Singer racing engine



(Above) Engine and gearbox assembly of the twin-o.h.c., 2½-litre Aston Martin "Vantage"

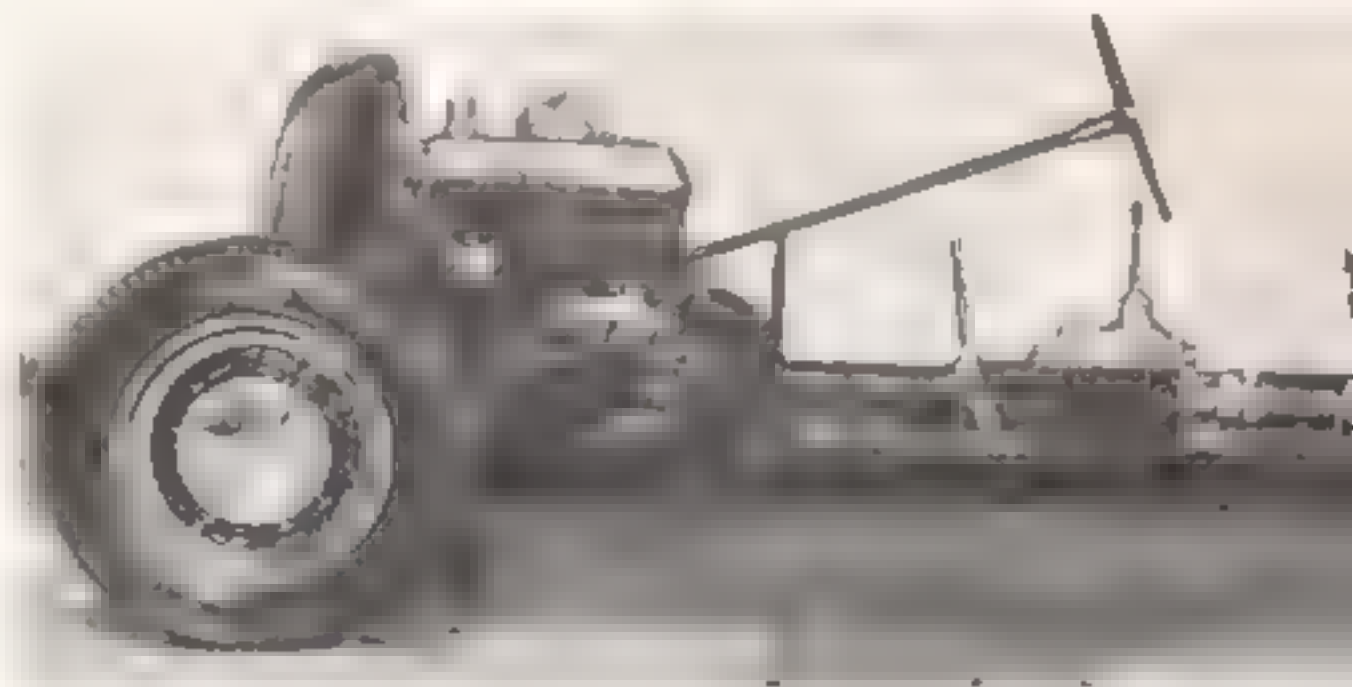


(Right) New 3-litre Alvis two-seater has six-cylinder engine.

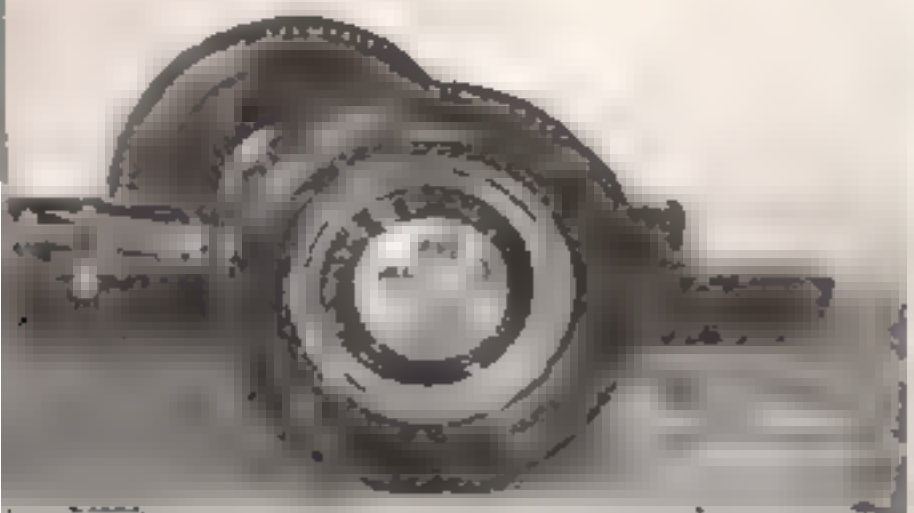
"superb" is an understatement. These twin-o.h.c., 2½-litre cars are exquisite examples of race-bred and race-proved vehicles. They are undoubtedly the finest machines in their class to be obtained anywhere, and have regained for the famous name its former glamour. The new "Vantage" 120 b.h.p. engine spells Performance with a capital P, and for anyone interested in production car racing, the DB2 Aston Martin is a safe investment.

Allard's J2 in new o.h.v. form is a real road-burner. This chassis is extremely popular in U.S.A., where J2 Allards, with various types of power-unit, have scored an impressive number of victories in sports car races. In view of the present storm over proprietary engines in the

(Right) Interesting chassis of the new 2-litre "Plus Four" Morgan, which has a modified Vanguard engine.



ade—continued



Little figures were cleverly placed on the TD M.G. chassis at Earls Court, pointing out the main features of the car.

Monte Carlo rally, it is interesting to note that although the new o.h.v. Ardun-head V8 engine is basically Ford, assembly is carried out completely in the Allard works. With its "split-axle" i.f.s., very robust yet light chassis and De Dion type rear axle, the 32 Allard is a real sporting vehicle. The recently-introduced K2 is a more subdued car, designed mainly for high-speed touring, as compared with the competition-intended J2.

Donald Healey's Silverstone continues to attract the enthusiast. Duncan Hamilton's class win in the B.R.D.C. *Daily Express* meeting last August did this marque a power of good. Although supplemented by a new "export only" Nash-powered car, the 2½-litre with its twin-cam Riley engine is the machine which makes the most appeal to sporting types in this country.

Frazer-Nashes have had a good year in sports car and production car events. These six-cylinder, 2-litre cars are ideal for competition purposes, offering very high speed with proved reliability. They are in direct contrast to the famous old chain-drivers of pre-war days, yet appeal much to the same type of owner. The Bristol-built engine is a beautiful piece of engineering, and A.F.N.'s own tubular chassis has been most successful.

Although the Le Mans Replica is the main attraction on this stand,

the new version of the Mille Miglia with the Replica type of power-unit, probably has a higher maximum speed. It will be interesting to compare the respective performances of the two cars in next year's races, as the latest Mille Miglia is said to be even faster than Stoop's car which displayed such a fine turn of speed at Le Mans last June.

Anthony Crook has proved conclusively that the Bristol 401 saloon is capable of over 100 m.p.h. Wind-tunnel experiments at Filton have reduced drag to a considerable extent, and the Bristol-constructed body is a vast improvement on the original Italian Superleggera design, on which it was based.

Jensen's "Interceptor" is a high-speed luxury car powered by a modified Austin six-cylinder, 135 b.h.p. engine of 3,993 c.c. Only criticism I have of this car is the front-end, which to my way of thinking spoils the appearance of what would otherwise be a very handsome vehicle. Strangely enough, a rather similar frontal motif is found on the new A40 sports Austin, but does not look out of place on this pretty little vehicle.

Austin's have produced an obvious winner in this car, although the term "sports" has been applied to a vehicle which is of the true "roadster" class. It cannot be said to have the sporting characteristics of the TD

(continued overleaf)

Performance on Parade—continued

M.G., although, broadly speaking, both have a similar chassis specification, including helical and wishbones i.f.s., semi-elliptic rear, hydraulic brakes and four-cylinder o.h.v. engines of practically the same capacity. However M.G.'s TD pokes out 54.5 b.h.p., compared with 46 b.h.p. delivered by the Austin.

The new A40 is a welcome addition to the sadly-depleted ranks of small capacity open tourers, of which the 4A and 4B (i.f.s.) Singer Nines are the only representatives. Morgans, of course, have "grown" to 2-litres.

Singer's 4B Roadster should prove popular as there is a decided market for a "1,100", particularly one with an o.h.c. engine and independent front springing. I believe, however, that this car could be made more handsome by the adoption of a radiator shape more like the pre-war Le Mans cars. To my way of thinking, the present frontal appearance is a trifle "glittery".

The "Plus Four" Morgan

The new "Plus Four" Morgan is a really good chassis with plenty of possibilities from a performance point of view. I suppose it will only be a matter of time before the twin-carburettor manifold as applied to the Triumph Roadster version of the Vanguard engine will be found on the Morgan.

The new Triumph is a most popular exhibit and it appears to offer really luxurious open or closed travelling with a sporting performance. Its general body shape should be conducive to economical running, with effortless overdrive cruising, especially on Continental roads.

A.C.'s handsome 2-litre cars may be "old-fashioned" from a suspension point of view, but they are exceedingly well-behaved cars on the road. Like Fords, it is probable that i.f.s. will eventually come if the Thames Ditton concern are satisfied that it is better than the present lay-out. Who knows, perhaps we may see a short-chassis A.C. again, possibly with individual springing to all wheels!

The new 3-litre Alvis two-seater is a tremendous improvement, on the 14 h.p. streamlined effort that appeared in the last two shows. A recognizable radiator shape brings joy to Alvis enthusiasts' hearts, and

it is safe to predict that this car will enjoy the reputation of the concern's fine pre-war medium and large-capacity cars.

Sunbeam-Talbot's "90" is a graceful car and the marque's "Alpine" successes are proof of its inherent toughness. The new helical and wishbones i.f.s. looks most workmanlike. There is a touch of the "Rootes Look" about the new Lanchester which has an extremely well-designed chassis and efficient-looking o.h.v. power-unit.

All-Wheel Independent Springing

The 2½-litre Lagonda is the only British car at Earls Court with independent suspension to all road wheels. This six-cylinder, twin-o.h.c. vehicle offers refinement plus a first-class road performance. The same can be said of Mark VI Bentley, Rolls-Royce, Daimler and Austin Princess.

One of the most interesting of all sporting machines on view is the 1½-litre Jupiter, with its clever tubular frame, torsion-bar suspension and "flat-four" o.h.v. engine. When one considers that not so long ago Jowetts of Idle were building twin-cylinder sloggers as rugged as the Yorkshire dales which bred them, the switch-over to high-performance light cars has been a notable achievement. The two-three seater and the coupé are grand little motor-cars, and, with Tommy Wisdom's successful run at Le Mans last June to act as a spur, this Yorkshire concern may eventually become one of the strongholds of sports car racing.

In regard to the exhibits from abroad, the pair of "2,500" Alfa-Romeos were outstanding, although at the time of writing the new "1,900" had failed to materialize. Delahaye showed a beautiful cream two-seater on the 135 M chassis. There was also a blue car which was rather overdone in the way of plated embellishment and which evoked the simple ejaculation "Jeeze!" from a colleague of mine who likes his motor-cars to have the classic line.

£7,000 Simca Two-Seater!

Simca's sporting cars are very attractive, but the price of £7,000 asked for the 1½-litre Gordini two-seater obviously puts it out of the purchasing class to all but the fabulously rich but mentally poor.

Hotchkiss cars looked just too conservative, but these 3½-litre machines have a wonderful reputation, not only for their Monte Carlo Rally successes, but for the high-speed reliability enjoyed by their owners.

Lago-Talbot's "Baby" is a fairly lusty four-cylinder of 2.7-litres, but it is a pity that none of the 4½-litre pukka sports-racing cars were on view. Italy's Lancia Aurelia is a most advanced design and is a fine example of unorthodox chassis and power-unit lay-out allied to considerable engineering skill. It is the only V6 car on the market and is a worthy successor to the famous Aprilia.

I could not help but admire the well thought-out Fiat "1,400" which obviously will be a Turin best-seller, and will provide Italian specialist body-builders with the basis of many fast 1½-litre sporting vehicles.

No Sporting Panhards

None of the sporting versions of the twin-cylinder Panhard were to be seen, the Dyna exhibits comprising closed and cabriolet cars. Citroen remain virtually unchanged, and their "six" is very much in the performance class.

Of the American exhibits, I could spend much more time admiring the general excellence of the o.h.v. V8 engines on Cadillac and Oldsmobile. Oddly enough, the new Mark VII Jaguar has made practically every American-built car look "old-fashioned". Yet the Jaguar retains a definite radiator shape. The answer must lie in the fact that portcullis and Brockbank grinning rickshaw-boy front ends have been with us for a few years now, and the clock is swinging back to automobiles with a motor-car look. It is a pity that American style-artists did not seek more inspiration from the immediate post-war Packard "Clipper", one of the best-looking cars that has come from the U.S.A. for many years.

Packard and Cadillac have both gone over to a "frozen falls of Detroit" styling, a fact which annoys many American enthusiasts, who would like to see these fine cars revert to their former good taste lines.

On the whole a very good Motor Show for seekers after performance. In next week's issue, John Bolster will do an Earls Court commentary which will not be blue-pencilled, and should make interesting reading for everyone, technical or otherwise.

Sporting Side Show

THE ACCESSORIES
AND COMPONENTS AT
EARLS COURT

FEW major innovations are to be seen amongst the Accessories exhibits at Earls Court this year, but there is much to interest the sporting enthusiast. The increasing motor race consciousness of several concerns since the war is evidenced by the many exhibits pertaining to the sport, and by the number of excellent racing photographs, several of them featuring the B.R.M., to which many of the exhibitors have contributed, both financially and in the manufacture of component parts.

As befits a name famous in competitions since the dawn of motor racing, Dunlop's stand shows much of interest in their range of tyres, which includes the Trakgrip for Jeep and Land Rover class of vehicles and the Road Speed and Sports patterns. The new racing tread, as tried out initially by Reg Parnell a year or so back, is not on view but is available. Flanking the stand are many fine speed photos, reminding one of the great part Dunlops play in motor racing. Their wheel section shows examples of every type of *roue*, and in a disc-wheel-ridden show it is pleasant to see examples of the classic Rudge-type wire wheel on view.

John Bull have an enthralling working model, showing their Electric Eye system of control ensuring split-second accuracy during manufacturing processes. Fan belts and what is termed "Convolute" hose, for use on flexibly mounted engines, and the simple but effective rubber "Snow Grips" which are strapped to the tyre through the spokes or perforations of the wheel, are other exhibits.

Tyresoles show an ingenious model device wherein two miniature cars, one "Wyresoles" equipped, the other not, perform contrasting antics, while examples of the wire cores and completed retreads are displayed. Those in search of road holding might well visit the Newton and



Flexible steering wheels are widely used on 1951 cars. The Triumph Roadster has one of the three-spoked type, combined with telescopic steering column.

Bennett stand, on which various examples of Newton hydraulic, telescopic dampers are to be seen. Not only are these used on Frazer-Nash, Healey, Jaguar, Peter Whitehead's Ferrari and other famous cars, but you, too, can have a damper like theirs, at an average cost of £3 per unit, adaptations for many cars being possible.

B.R.M. Radiator

Delaney-Gallay show an enthralling array of radiator cores, prominent among them being the compact sealed type used on the B.R.M., and the DB 2 Aston Martin core embodying an oil cooler mounted ahead. Citroen F.W.D. owners will also want to see the Delaney-Gallay front conversion set.

If it's spares you're after, Nobby's the name, and William Clark Ltd., the manufacturers, of as boggle-provoking an array of goods as one could wish to see, consisting of nuts, bolts and washers of all kinds, mirrors, direction indicators, wiper motors and parts, "speedo" bits, track rod and drag link assemblies, etc., etc. and ETC.! Very modestly priced at 30s. retail is the hand or foot operated screen spray, with variable water tank mounting. While at the stand watch the girl assembling

petrol pipes with enthralling speed and efficiency.

If you're tired of those wing-stay rivets pulling, pay a call at British Oxygen's stand and watch the continuous welding demonstrations with new fluxes and materials. Ever stripped a cylinder head nut while tightening down? Then examine the range of Britool pre-adjusted torque wrenches—you just pull and pull then—click! and no more—the mechanism is pre-set and sealed by the makers, who produce such tools for many specific jobs—big end and main bearing tightening, etc. Incidentally, Britool supplied plug spanners for the B.R.M., and produce sprocket pullers, hub removers and innumerable kinds of ring and box spanners, which would look—and do—well in any motorist's tool kit.

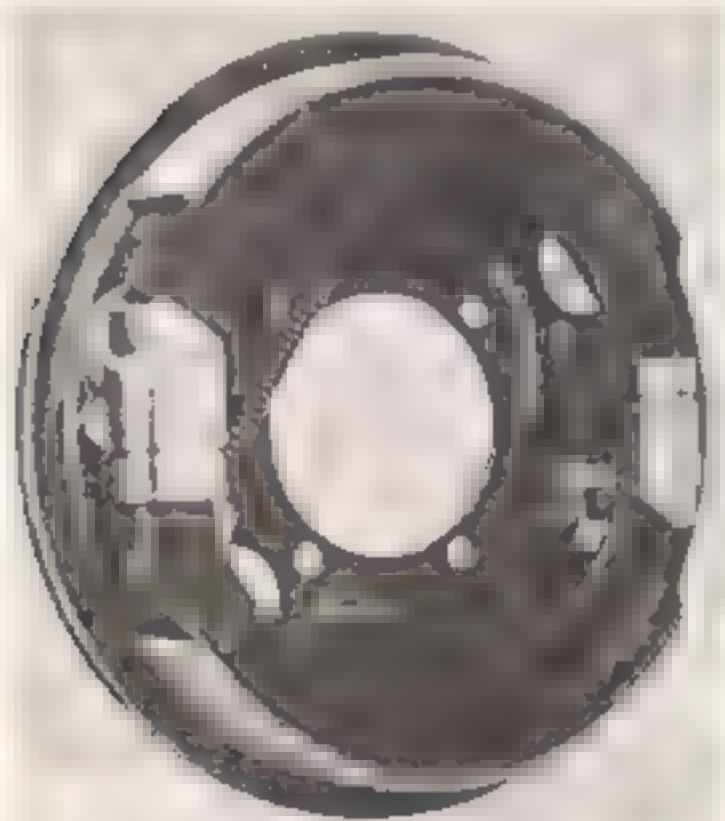
Lubrication Exhibits

C. C. Wakefield show industrial lubrication apparatus, not their Castrol products and literature as we erroneously stated they would in AUTOSPORT, 13th September (we also awarded Shell-Mex a stand they do not occupy—black mark!) but Vigzol, proud of the use of their oils in the B.R.M., show a fine array of racing photos—the stand, indeed breathes

(continued overleaf)

Sporting Side Show—continued

racing atmosphere, as does the extremely tasteful Vandervell bay, wherein are to be seen many excellent pictures of Alfa, Ferrari, B.R.M., Frazer-Nash, Fiat and Bristol cars and the renowned "Porcupine" A.J.S. racing motor-cycle, all of which employ their "Thin Wall" bearings. Mintex, too, take pride in their racing



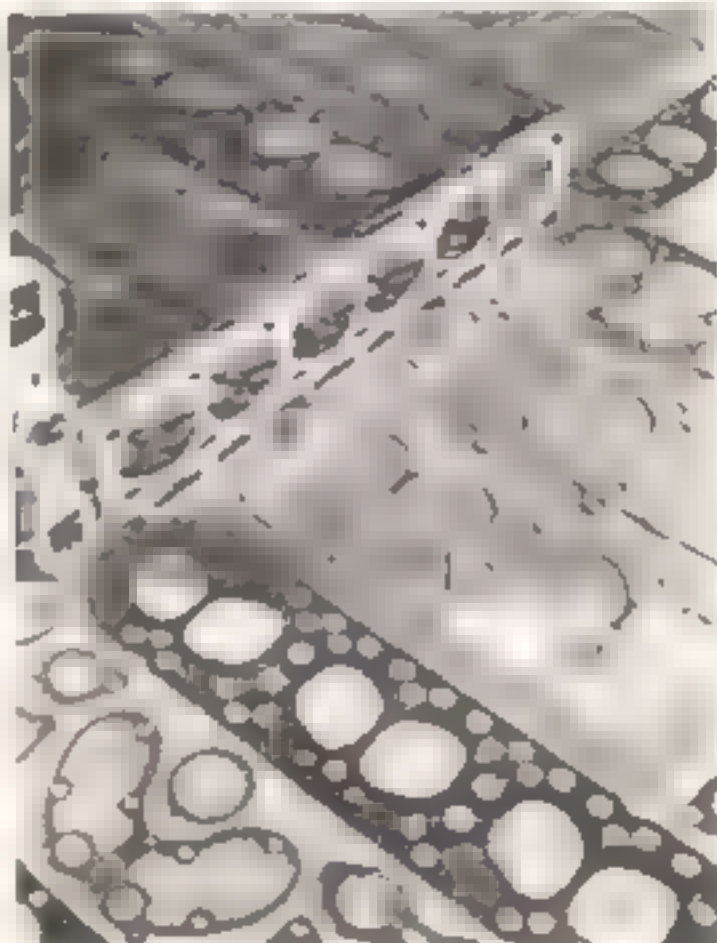
Above) Hydraulic brake with two-leading shoes as exemplified by Girling

(Right) A collection of gaskets from the Richard Klinger range of "Klingers".

association, and emphasize the use of their linings on many famous cars with large photos.

Want a bulb horn? Eversure Accessories market them, along with a

dazzling array of up-to-date equipment such as jacks, mirrors, gear lever extensions for Morris and Ford (the former at 4s. 6d., the latter at 5s.), lights, etc. Those who love technical stuff will revel in the Laycock-de Normanville sectioned overdrive, and the surprisingly simple Hobbs 4-speed Planetary Transmission. Electrical firms like Simms, Lucas, C.A.V. and B.T.H., too, show beautifully sectioned examples of starters, magnetos, injection pumps, etc. Amidst their more "bread and butter" exhibits, Girling show the 3-shoe front brake developed for B.R.M. Bramco invite you to press the pedal and arrest the spinning wheel by aid of their linings, and Fischer Ball Bearings introduce a sort



of vertical "ping pong" to Earls Court—you drop b.b.s through a chute, whereupon they cunningly and invariably bounce through a complicated "course" of Fischer products, thereby demonstrating the b.b.'s weights to be identical to the Nth.

It is intriguing, too, to see filthy black oil passing through a filter and emerging beautifully pure and clean. Streamline Filter, Purolator, Fram, and A.C. all demonstrate this miracle, while Metalastik offer a testing optical exercise in showing the remarkable flexibility of their bonded rubber mountings. Liddiard Lubricants introduce a new and attractively-named oil, Celerine, for car engines, while Pyrene reveal themselves, surprisingly, as manufacturers, not only of the famous fire extinguishers but of bumpers and overriders as well. The Midland Motor Cylinder Co. have an impressive array of castings—cylinder block, camshafts and intricate small mouldings, plus a large and seemingly casual pile of brake drums, the collapse of which would surely ring above the clamour of the crowds. Lovers of scale models should not miss the Docker stand in one corner of the Gallery, where an excellent Triumph "Roadster" to around 1/10 in. scale is on view, accompanied by fine samples of Docker paint finishes.

Plugs, tyres, lamps, steering wheels, oils, dampers, springs and an inexhaustible variety of other accessories are all to be inspected. Give them a look-up—you will find it interesting.

SOUTH WESTERN B.A.R.C. - TRIAL

Successful Hants Event

THE South Western Centre of the British Automobile Racing Club held its first Day Trial since the war on Sunday, 8th October. The trial started from the Welcome Inn, Petersfield, and covered some sixty miles, during which the competitors climbed several steep and loose surfaced hills, drove through two water-splashes and other observed sections. All the competitors were able to complete the course, although most of them were driving production saloon cars. The trial was won by Bruce Blundell, with Dr. Havard

and Mr. Cottle second and third respectively. The winner will be presented with the Logene Cup at the A.G.M.

* * *

STANDARD CARS ONLY

No "Specials" for Hopkinson Cup

AN event for Midland enthusiasts to go and see this Sunday is the Hopkinson Cup Trial of a semi-sporting nature, and for standard cars only, run by the North Midland Motor Club. The regulations specifically debar any vehicle built or rebuilt as a "Trials Special". The final decision as to what is what resting with stewards. The start is at the

Dore Moor Inn, Dore, near Sheffield, at 2.15 p.m., 29th October, and after a course covering thirty miles or less, competitors will finish at the Miners' Standard in Winster.

* * *

DINNER, DANCE AND PRIZE GIVING

M.G. Car Club's (S.W. Centre)
Annual "Do" at Alverton

THE S.W. Centre of the M.G.C.C. will be holding their A.G.M., Dinner, Dance and Annual Prize Giving on Saturday, 18th November, at the "Ship Hotel", Alverton, (on the Gloucester Road outside Bristol).

The Overhead Camshaft M.G.s

Their Overhaul, Maintenance and Tuning

by

Philip H. Smith

A.M.I.Mech.E.



HAVING described the dismantling of the main engine block, it will be logical to complete the sequence by indicating the operations involved in stripping the overhead-valve gear from the cylinder head, and these will now be described.

The camshaft is supported on three split bearing housings carrying white-metal liners. The front one also has an integral shroud covering the camshaft bevel gear, a thrust washer being interposed between this bearing and the bevel to keep the gears properly in mesh and reduce noise. The camshaft is readily removed after taking off the three bearing caps. The latter should be marked together with their respective mating halves so that the caps are subsequently replaced correctly. Use paint for marking, don't file notches in important components!

The rocker shafts will come away without trouble as the majority of the supports will already have been freed due to removal of the cylinder head nuts which secure them. They should be pulled out of their locations in the front camshaft bearing housing, after which the various items on the rocker shafts—operating fingers, spacing bushes and spring washers—can be slid off the shafts. Make a note of the order of removal of these components. If the engine has been "messed about" the order may not be correct anyway, but this point will be clarified when describing reassembly. The valves are removed in the normal manner: there should be two springs on each valve (or possibly three if the engine has been modified for high speed work), and they are held by the usual top cap with split collets. The valves may be found to be numbered, with a corresponding number on the head face, but if this identification is by any chance obliterated, means must be taken to ensure that the valves are replaced in their original positions, assuming of course that the valves and seatings are not in such bad shape that a major operation is necessary.

Dismantling the Camshaft Drive

The vertical camshaft drive assembly which transmits the power from the dynamo coupling is a self-contained unit in a housing which is held to the underside of the cylinder head by four studs and nuts. Correct meshing of the bevels is arrived at by the use of shims between the housing and the cylinder head facing, which naturally alters the height of the bevel as required in relation to the camshaft. Note how many shims are removed. After taking out the complete assembly, the half-coupling, which is held by a nut and key, can be drawn off the bevel-shaft, allowing the latter to be withdrawn, exposing the two Hyatt roller bearings, thrust washer and oil thrower.

There is just one final point regarding the head dismantling, that is, the restrictor pin in the main oil-feed hole. As previously mentioned, it is possible through

neglect for this to become firmly seized in its hole. It is unlikely that such drastic measures as drilling it out will have to be resorted to, but it is quite possible that unavoidable damage to the pin may be caused by the use of pliers or other aids to grip. If this happens, a new restrictor will be necessary, and the dimensions of this easily-made item will be given later on.

Cleaning the Components

We have now completed the dismantling of the major items of the engine, and are ready to go to work on a preliminary inspection. First of all, we have to get everything to a really adequate state of cleanliness. For this purpose, an outsize metal container, large enough to take the crankcase is necessary, and will help to keep the cleansing fluid from getting all over the place. For actual cleaning, paraffin is adequate, along with a few stiff paint brushes of various sizes. If a few wooden slats are put across the bottom of the paraffin bath before any components are inserted therein, the dislodged sludge will fall clear of the engine parts which rest on the slats. The type of engine under consideration is of course relatively free from internal oilways compared with some others, and there are no long galleries to worry about, but such internal passages as do exist must be thoroughly cleaned. A paraffin squirt (a Wesco oilcan does admirably) aided by a length of Bowden inner cable if necessary, will ensure that all ways are cleared and freed from gritty particles which will do a lot of harm if allowed to remain.

Crankshaft, Big and Little End Bearings

Having arrived at a satisfactory state of cleanliness for all parts with which we are immediately concerned, a start can be made with an examination of the crankshaft, main bearings and connecting-rods. As far as the crankshaft and mains are concerned, there is little that the average enthusiast can tackle himself. If the shaft surfaces show signs of scoring (and they invariably will, unless renovation has been recent) the shaft and bearing housings should be handed to an M.G. specialist for renovation. This will involve grinding the shaft bearing surfaces slightly under size and remetalling the bearing bushes to fit. It is absolutely vital that the correct diametral clearance is maintained in all M.G. bearings, so that the work must only be entrusted to a competent source.

The same procedure applies to the connecting-rod big-ends, which have the bearing surfaces metallised direct

(continued on page 316)

Brief Specifications of British Sp

Make and Model No.	Type	No. of cyls.	Valve gear	Bore and Stroke (mm.)	Capacity	Max. b.h.p.	Gear ratios	Top speed m.p.h.	Approx. weight (cwt.)	Wheelbase	Disposition Front	Disposition Rear
A.C. (135)	2-litre saloon and tourer	6	a.h.c.	65 x 100	1,991	74 at 4,500	15.42 9.01 6.22 4.55	82-83 m.p.h.	25 cwt.	9' 9"	S.E.	S.E.
Alard 136	J 2-seater	Vee 8	a.h.c.	61 x 95.2	1,941	14 at 4,000	11.8 6.7 3.78	80-85 m.p.h.	8 cwt.	8' 4"	I.H.	I.C. (Trans)
	K2 2- or 4-seater	Vee 8	a.v.	77.8 x 95.2	3,622	85 at 3,800	11.8 6.7 3.78	80-85 m.p.h.	22 cwt.	8' 10"	I.H.	T.L.
	P 1 2-door saloon	Vee 8	a.v.	77.8 x 95.2	3,622	85 at 3,800	11.8 6.7 3.78	80-85 m.p.h.	24 cwt.	9' 4"	I.H.	T.L.
Alvis (167)	3-litre saloon and D.H. coupé	6	a.h.v.	84 x 90	2,993	83 at 4,000	12.15 7.89 5.44 4.01	85-91 m.p.h.	—	9' 3½"	I.H.	S.E.
	3-litre sports 2-seater	6	a.h.v.	84 x 90	2,993	95 at 4,000	12.15 7.89 5.44 4.01	92-97 m.p.h.	—	9' 3½"	I.H.	S.E.
Armstrong Siddeley (149)	"Hurricane" coupé, "Whitley" and "Lancaster" saloons	6	a.h.v.	70 x 100	2,309	75 at 4,200	17.61 10.89 4.5	77 m.p.h.	24 cwt.	9' 7"	I.L.B.	S.E.
Aston Martin 159	2-litre V8 1 Saloon and Coupé	8	a.h.v.	84 x 90	2,993	100 at 5,000	11.03 6.46 5.02 3.77	110 m.p.h.	22 cwt.	8' 6"	I.H.	I.
Austin (141)	A4 sports	4	a.h.v.	65.48 x 84	1,411	47 at 4,400	12.5 7.88 5.14 3.84	—	—	—	I.H.	S.E.
	A70 coupé	4	a.h.v.	79 x 89	2,199	67 at 3,800	13.34 9.28 5.84 4.32	—	25 cwt.	8' 0"	I.H.	S.E.
	A90 Atlantic, sports saloon	4	a.h.v.	87.3 x 111.1	3,660	88 at 4,000	13.65 8.25 5.19 3.66	88 m.p.h.	26½ cwt.	8' 0"	I.H.	S.E.
	A125 "Sheerline" saloon	6	a.h.v.	87.3 x 111.1	3,995	125-130 at 3,700	15.06 10.5 6.35 4.42	85 m.p.h.	37 cwt.	9' 11½"	I.H.	S.E.
	A155 "Princess" saloon	6	a.h.v.	87.3 x 111.1	3,995	130 at 3,700	17.83 9.49 5.62 4.06	90 m.p.h.	38 cwt.	9' 11"	I.H.	S.E.
Bentley (165)	Mk. VI saloon, coupé, and spec. bodywork	6	a.h.v.e.	89 x 114	4,236	Approx. 130	11.13 7.51 5.0 3.73	92 m.p.h.	34½ cwt.	10' 0"	I.H.	S.E.
Bristol (129)	4 4 4	6	a.h.v.	65 x 95	1,411	47 at 4,500	12.48 7.1 3.7	80 m.p.h.	24 cwt.	8' 6"	I.H.	I.B.
Connaught (N.S.)	Cougar 2-seater	4	a.h.v.	65 x 84	1,411	55 at 5,500	14 9.0 5.49 4.55	80 m.p.h.	—	—	S.E.	S.E.
Daimler (148)	2½-litre Special sports	6	a.h.v.	69.6 x 110.5	2,352	85 at 4,200	14.58 7.98 4.86 3.55	85-90 m.p.h.	31½ cwt.	9' 6"	I.H.	S.L.
DeLore (N.S.)	Super 1600 2-seater	4	a.h.v.	65 x 84	1,411	48 at 4,500	12.5 7.88 5.14 3.84	80 m.p.h.	—	—	I.H.	C.B.
Ford (164)	Consul	4	a.h.v.	79.37 x 76.20	1,508	47 at 4,400	13.145 7.598 4.625 3.4	75 m.p.h.	1 cwt.	8' 4"	I.H.	S.E.
	Zephyr Six	6	a.h.v.	79.37 x 76.20	2,262	68 at 4,500	12.434 7.8 4.55	85 m.p.h.	23 cwt.	8' 8"	I.H.	S.E.
Frazer-Nash (181)	Le Mans Replica	6	a.h.v.	66 x 96	1,971	120 at 5,500	10.33 6.46 4.57 3.34	115-120 m.p.h.	13½ cwt.	—	I.T.B.	T.B.
	Little Midget (Aerodynamic)	6	a.h.v.	66 x 96	1,971	110 at 5,250	10.33 6.46 4.57 3.34	115-120 m.p.h.	16 cwt.	—	I.T.B.	T.B.

Sports and High Performance Cars

Make and Stand No.	Type	No. of cyls.	Valve gear	Bore and Stroke (mm.)	Capacity	Max. b.h.p.	Gear ratios	Approx. max. speed	Approx. weight (dry)	Wheelbase	Suspension	
											Front	Rear
Hesley (127)	Saloon and "Silverstone" open 2-seater	4	o.h.v.	84.5 x 111	2,443	104 at 4,500	12.5 7.54 4.96 3.5	104 m.p.h.	Saloon 21½ cwt. 2-seater 19 cwt.	8' 6"	11	11
	Nash-Hesley	6	o.h.v.	85.73 x 111.12	3,850	115 at 3,400	—	—	—	—	—	—
H.R.G. (N.S.)	1,500 c.c.	4	o.h.c.	68 x 103	1,496	61 at 4,800	14.36 9.08 5.87 4	85 m.p.h.	14½ cwt.	8' 7½"	Q.E.	H.E.
Humber (156)	"Super Snipe" saloon	6	s.v.	85 x 120	4,086	100 at 3,400	15.95 9.56 5.89 4.14	85 m.p.h.	33 cwt.	9' 9¼"	1 T.L.	11 F.
Jaguar (148)	Mk. V. 3½-litre saloon and D.H. coupé	6	o.h.v.	82 x 110	3,485	125 at 4,350	14.5 8.52 5.87 4.1	90 m.p.h.	33 cwt.	10' 0"	1 T.B.	H.E.
	Mk. VII Saloon	6	2 o.h.c.	83 x 110	3,447	125 at 5,400	14.4 8.56 5.84 4.1	115 m.p.h.	33 cwt.	10' 0"	1 T.D.	11 F.
	Mk. 12 2-seater	6	2 o.h.c.	83 x 106	3,447	125 at 5,400	12.7 7.22 4.48 3.64	115 m.p.h.	33 cwt.	8' 0"	1 D.	11 F.
Jensen (178)	Interceptor	6	o.h.v.	87 x 111	3,003	115 at 4,000	11.5 6.16 4.11 3.22	110 m.p.h.	25 cwt.	9' 6"	11 F.	S.F.
	Saloon	6	o.h.v.	87 x 111	3,003	130 at 4,000	11.5 7.1 4.8 3.77	90 m.p.h.	33 cwt.	10' 7½"	1 H.	11
Jowett (162)	Javelin saloon	4	o.h.v.	72 x 90	1,486	50 at 4,000	18.9 11.6 7.33 4.9	78 m.p.h.	14½ cwt.	8' 6"	1 T.B.	T.B.
	Javelin Jupiter 2-seater	4	o.h.v.	72 x 90	1,486	60.5 at 4,500	16.25 9.37 6.15 4.2	Over 90 m.p.h.	14½ cwt.	7' 9"	1 T.D.	T.B.
Lagonda (160)	Saloon and D.H. coupé	6	2 o.h.c.	78 x 110	3,558	110 at 5,000	12.6 9.15 6.1 4.56	90 m.p.h.	31 cwt.	9' 5¼"	11 F.	11 D.
Lea-Francis (180)	Type 14 saloon	4	o.h.v.	85 x 100	2,406	85 at 4,200	12.4 10.4 6.9 4.85	80 m.p.h.	27 cwt.	8' 1"	1 H.D.	S.E.
	Type 18 saloon	4	o.h.v.	85 x 110	2,406	95 at 4,500	12.8 9.79 6.5 4.2	85 m.p.h.	27 cwt.	9' 3"	1 T.B.	S.F.
	2½-litre 2-4-seater sports	4	o.h.v.	85 x 110	2,406	100 at 4,500	12.74 7.78 5.5 4.2	90-95 m.p.h.	21½ cwt.	8' 3"	1 T.B.	S.E.
Marauder (N.S.)	sports 3-seater	6	o.h.s.c.	67.2 x 105	2,189	—	14.7 8.4 5.8 4.1	—	—	8' 6"	11 F.	S.F.
M.G. (154)	Midget 1 D	4	o.h.v.	66.5 x 90	1,250	54.5 at 5,200	11.2 7.2 4.8 3.5	80 m.p.h.	18 cwt.	7' 1"	11 F.	S.F.
	1½ litre saloon	4	o.h.v.	66.5 x 90	1,250	48 at 4,800	12.4 7.4 5.4 4.1	75 m.p.h.	19½ cwt.	8' 3"	11 F.	S.E.
Morgan (134)	Plus Four 2-seater, 4-seater and D.H. coupé	4	o.h.v.	85 x 122	2,185	55 at 4,300	12.8 8.2 5.1 4.1	90 m.p.h.	15½ cwt.	8' 1"	11 F.	S.E.
Paramount (N.S.)	2-seater sports	4	s.v.	63.5 x 92.5	1,172	35 at 4,500	16.9 10.7 6.9 5.4	70 m.p.h.	14 cwt.	—	1 T.L.	S.E.
Riley (168)	1½ litre saloon	4	o.h.v.	73.5 x 100	1,476	55 at 4,500	10.4 11.7 7.7 4.59	75 m.p.h.	24½ cwt.	9' 4½"	1 T.B.	S.E.
	2½-litre	4	o.h.v.	80.5 x 120	2,443	100 at 4,500	15.0 8.86 5.5 4.1	90-95 m.p.h.	28 cwt.	9' 11"	1 T.B.	S.E.

(continued on page 312)

SPECIFICATIONS *continued*

Make and Model No.	Type	No. of Cyls.	Engine gear	Engine and Valve mm.	Displacement	Max. speed	Gear ratio	Top speed m.p.h.	Approx. weight	Wheelbase	Front Suspension	Rear Suspension
Rolls-Royce (169)	Silver Wraith	6	o.h.v.e.	84 x 114	4,256	Approx. 130	11.13 5.5 3.3	85 m.p.h.	25 cwt.	10' 7"	I.H.	S.E.
Rover (150)	"	6	o.h.v.e.	84 x 114	4,200	120	10.5 5.2 4.2	85 m.p.h.	25 cwt.	9' 3"	I.H.	S.E.
Singer (178)	48 New Modelster	4	o.h.v.	84 x 92	2,400	70 at 5,000	2.5 3.7 5.5	78 m.p.h.	24 cwt.	9' 0"	I.H.	S.E.
Sunbeam Talbot (163)	"90" Saloon and D.H. coupe	4	o.h.v.	84 x 114	2,400	70 at 4,000	15.5 6.4 4	80 m.p.h.	24 cwt.	8' 11"	I.H.	S.E.
Triumph (145)	Healey	4	o.h.v.	84 x 92	2,400	70 at 4,200	7.5 4.5 4.5	85 m.p.h.	24 cwt.	9' 0"	I.H.	S.E.
	Renown Saloon	4	o.h.v.	85 x 92	2,400	68 at 4,200	16.35 4.1 4.5	75 m.p.h.	23 cwt.	9' 0"	I.H.	S.E.
Wolsley (151)	"	6	o.h.v.	84 x 114	4,200	70 at 4,000	1.8 2.5 4	80 m.p.h.	24 cwt.	9' 2"	I.H.	S.E.

Abbreviations: N.S. Not showing, o.h.v., Overhead valves, s.v., Side valves, o.h.v.s.e., Overhead inlet valve, side exhaust, I.H. Independent front suspension, T.B. Transverse beam, S.E. Semi-elliptic, Q.T. Quarter ellipse, T.L. Transverse leaf.

News from the Clubs

"TWO RIDINGS" NIGHT TRIAL Gardner (Ford) Wins through Fog and Rain

ABOUT forty entries were received for this event run by the Scarborough and District Motor Club, ranging from J. Jackson's 125 c.c. Swallow combination to G. D. Empson's Rolls-Royce.

The route was over varied roads which included some of the trickiest sections in the East and North Ridings of Yorkshire and totalled over 150 miles. Average speeds to be maintained by competitors were allocated to machines according to potential performance, and ranged from 22 m.p.h. (Jackson's 125 c.c. Swallow sidecar outfit) to 27 m.p.h. (H. Read's Talbot 90). The former was the first to start from Scarborough at midnight on Saturday, 14th-15th October. Other competitors followed at minute intervals.

There were sixteen controls in the 150 miles, all indicated on the route cards. No secret checks were used, competitors being penalized by one point for every half-minute early or late at each control. In the second section N. Gray (Ford Anglia) lost about five minutes at a level-crossing

Club Secretaries are invited to send details of the activities of their Clubs, for inclusion in this section. We would like you to regard this in the nature of a weekly Club Magazine, and a speedy way of informing your members as to future happenings.

closed for a slow goods train, which he was quite convinced had been arranged by the organizers. The route took competitors through Hunmanby, Flixton, Sledmere, Leavening, Kirkham, Terrington, and Brandsby to Ampleforth. Neville Gray, racing into Ampleforth only one minute behind schedule, suffered peculiar noises in the engine room due to his fan belt running "apex uppermost" and fouling the fan.

The climb up Whitestone Cliff to the top of Sutton Bank threw everyone behind schedule, but all competitors duly arrived at Helmsley, the half-way point. Here a compulsory halt was made and refreshments were available, during which time marshals were being practically jet-propelled from their first control positions on the Wolds to those on the Dales for the second half.

Duly refreshed, competitors rushed off into the night (at about 5 a.m.)

towards Kirkby Moorside, through Gillamoor, Low Mills, Farndale East, and up the notorious Blakey Bank, which was made even worse this time by a dense blanket of fog at the top. This was accredited by some to Neville's Ford, now minus fan belt, which arrived at the top boiling merrily! Fog persisted for about two miles (it seemed at least ten!) upsetting all schedules and causing Bob Yates to retire, he being seated too low down behind the beams of his M.G.'s headlamps to avoid being dazzled.

Beyond Castleton, the next control, there followed several wheel twirling sections through Leatholme, Egton, and Glaisdale, whilst Limber Hill (a wonderful combination of an S-bend with a gradient of more than 1 in 3) became something of an impromptu "stop and restart" test for many. Tim Watson (Fiat 500) was seen wandering around in the pouring rain seeking water for a leaky radiator.

Sleights, Littlebeck (where Chris Moore (Land Rover), then well in the lead, lost 60 points through taking a wrong turning and missing out a control), Harwood Dale, Silpho and Hackness followed—and so back to Scarborough for a most welcome

breakfast of ham and eggs at the Norfolk Restaurant. **B**

After drying out the marshal's control sheets, the final results were announced as follows: 1, G. H. Gardner (1936 Ford 8), set speed 22, points lost 26; 2, A. Slater (1947 Minx 10), 25, 28; 3, S. A. Bell (1948 Rover 12), 25, 75; 4, N. R. Gray (1950 Ford 8), 24, 77; 5, C. Moore (Land Rover), 25, 79; 6, H. Read (Sunbeam-Talbot 90), 27, 91. **F J I**

The "Two Ridings" was open to members of all clubs in the North and East Yorkshire Group, and it is hoped to establish this as an annual event in the Group Programme.



Mud and plenty of it J. D. Ackernley's M.G. emerges from Murkside during the B A R C (Yorkshire Centre) Wilson Trophy Trial on 15th October.

KNOWLAND TROPHY TRIAL

Cemian M.C.'s 5th November Event

HANTS and Berks, Horsham and District, Kentish Border, North-West London, "Seven-Fifty", Southsea and West Hants and Dorset are invited clubs for the Cemian M.C.'s Knowland Trophy Trial, which starts at 11 a.m. from the "Sally Lunn" Roadhouse, Hindhead.

Details, regs. and so on can be obtained from the secretary of the meeting, F. B. Bryden, 5 The Drive, Orpington, Kent (Orpington 792).

3rd ANNUAL CLIFFORD TRIAL

Mid-Cheshire Event on 5th November

FURTHER details are now available regarding the Clifford Trial on Sunday, 5th November. This is one of the few car trials taking place in the Mid-Cheshire area, which, nevertheless, contains plenty of suitable sections. The Crewe Club has worked out a course of approximately forty miles, including eight or nine hills, together with a couple of tests. Invited clubs are the Sheffield and Hallamshire, Wirral 100, M.G. (N.W.), Lancashire and Cheshire, Liverpool, Chester and North Midland. Entries at 15s. for invited club members, or 12s. 6d. for members of the Crewe Club, should reach the Hon. Secretary, G. Foulkes, 95 Bedford Street, Crewe, not later than Wednesday, 1st November.

GUY FAWKES TRIAL

Falcon M.C. Event

REGS. are out for the Falcon M.C.'s Guy Fawkes Trial, which will naturally take place on 5th November. Invited clubs are Herts Auto and Aero, North-West London, West Essex, Berkhamsted and "Seven-Fifty". **B G**

Start is from the Car Park, Stevenage, at 11.30 a.m. Course is of non-chassis-breaking variety in the Hexton Barton area. There are three classes, namely, up to 1,200 c.c., up to 2,000 c.c. and over 2,000 c.c. Entry forms and details can be obtained from Secretary of the Meeting, Mrs. D. Chiles, 16 Owles Lane, Buntingford, Essex.

CECIL KIMBER TROPHY

M.G. (N.W. Centre) Club's Trial

THE half-day Cecil Kimber Trophy Trial will be run on Sunday, 12th November. The event is "closed" and entrants must be members of the club, driving M.G. cars. R.A.C. National Competition Licences are required. Last year, this event was run in conjunction with the Midland Centre which was, at that time, in the course of revival. The route included half a dozen or more really interesting but not damaging sections, and provided a quite outstandingly enjoyable day for standard cars.

This year, the Midland Centre is proceeding well under its own steam and the North-Western Branch has moved the Kimber Trial back into

its own area. The start will be at Macclesfield Station. The Secretary is W. Woolley, 39 Great Ducie Street, Manchester, 3. Entries at 7s. 6d. per car close on 9th November.

THE BOSSOM TROPHY TRIAL

B.T.D.A. Gold Star event

THE Maidstone and Mid-Kent M.C.'s R.A.C. "Classic" Bossom Trial will be run off on Sunday, 12th November. The start—at 11.05 a.m. is at Lenham Square, eight miles outside Maidstone, Kent. Regulations are available from N. P. Higgins, 39 Windmill Road, Gillingham.

The Club's Annual Dinner and Dance will be at the Tudor House, Ashford Road, Maidstone, on Friday, 17th November.

SECOND ANNUAL NIDDERDALE TRIAL

Vintage S.C.C.'s November Event

THE V.S.C.C. (Northern Section) closed Nidderdale Trial takes place in Yorkshire on Saturday, 4th November, starting at Longster's Garage, Pately Bridge, and finishing at the "York Arms", Ramsgill. Distance is approximately thirty miles, and the route includes four observed sections and two timed tests.

Details from the Secretary of the Meeting, R. R. Dove, Crescent House Hotel, Wells Road, Ilkley, Yorks.

(continued overleaf)

News from the Clubs—continued

NORTH WEST V.C.C. RALLY

200 h.p. Benz at Prees Heath

THE N.W. Veteran Car Club's Autumn Rally went off well on Sunday last, attracting ten entries, ranging from Major Gardiner's 1899 steam Locomobile to Geoffrey Frank's 1914 Sunbeam. Quite the greatest attraction at the meeting was C. E. Milner's vast 1912 200 h.p. Benz. Results were as follows:

Regularity Test—1, Miles Brooking (1913 Darracq); 2, E. S. Berry (1902 Panhard-Levassor).

Judgment Test—1, B. Morgan (1904 de Dion-Bouton); 2, Miles Brooking (1913 Darracq).

Parking Test—1, D. M. Townshend (Geoffrey Frank's 1912 Daimler); 2, G. Anderton (S. B. Reece's 1904 Wolseley).

Bucket Test—1, B. Morgan (1904 de Dion-Bouton); 2, G. Anderton (S. B. Reece's 1904 Wolseley).

V.S.C.C. WELSH RALLY,

Results of 14, 15th October Event

Edwardian Class

Premier Award—L. Pomeroy (1914 Prince Henry Vauxhall).

1st Class Award—S. J. Skinner (1910 Rolls-Royce).

Vintage Class

Premier Award—D. A. V. Aldridge (1924 30/98 Vauxhall).

1st Class Awards—S. R. Waite (1926 12/50 Alvis), A. B. Black (1925 30/98 Vauxhall), D. H. Coates (1930 2-litre Lagonda).

2nd Class Awards—J. W. Rowley (1930 Talbot), H. Clarke (1925 12/50 Alvis), F. E. Day (1929 4½-litre Bentley).

Most Meritorious Performance—W. L. Winder (1923 Humber).

CUMBERLAND S.C.C.
INAUGURAL RALLY

Night Trial Planned for November

ABOUT sixty enthusiasts turned up on 16th October for the inaugural Rally of this newly formed club, which will cater for sporting motorists in the Carlisle area. The rally was won by R. Dickson in a Healey. The next event will be a night navigation trial on 19th November. Full details may be obtained from C.W.A. Slater, who is Hon. Secretary of the club, and his address is Scaleby Hall, Carlisle.

COMING ATTRACTIONS

October 28, Bristol M.C. and L.C.C. John Bull Trial, Ulster A.C. Trial.

October 29, Penya Rhin G.P. (Formula One) Barcelona. N.W. London M.C. N.v.S. Challenge Team Trial. Riley M.C. (Midland Centre) Autumn Trial. Sunbeam M.C.C. Car and Sidecar Trial.

November 4, "Sunbac" Vesey Cup Trial. Scottish S.C.C. Anniversary Run. Vintage S.C.C. (North Section) Niddale Trial. N. Midlands M.C. Speed Trial, Chatsworth.

November 5, Ceman M.C. Knowland Trophy Trial. Crewe and S. Cheshire M.C. Clifford Trial. Darlington and D.M.C. Semi-Sporting Trial. Falcon M.C. Guy Fawkes Trial.

MORGAN THREE-WHEELER
CLUB

S.E. Group Activities

RESULTS of the competition held in the Kent area on the 8th October were:—Regularity Time Trial: 1st, C. Sproxton; tie for 2nd place, D. Cassel and F. Chipperfield. Driving Tests: 1st, E. Wood; 2nd, C. Sproxton; 3rd, F. Chipperfield. The Group will meet at the Grafton Arms, Grafton Way, Tottenham Court Road, at 7 p.m., 11th November, and the following day meet at the Crawley roundabout at 10.30 a.m. to support the Veteran Car run to Brighton. An invitation is extended to all Morgan three-wheeler car owners and application forms for membership can be obtained from the Hon. Secretary, F. Willis, 6 Courtland Avenue, Chingford, E 4.

CORNWALL VINTAGE
"INDEPENDENTS"Small Turn-out but good Motoring in
September Rally

THE Cornwall Vintage Car Club's Rally on 23rd September, attracted only a dozen or so entries but proved an instructive and successful affair. Tests included a tricky reverse "wobble wobble" and Thwaites was a worthy winner on

his rather unwieldy Speed 20 Alvis. Second was Needham (A.C.) and third R. H. Kirkland (Singer).

The Club (no connection with the V.S.C.C.) are holding a Film Show, including it is hoped, the Shell Mex Royal Silverstone, on Sunday, 19th November, at the Cinema, St. Agnes; while that vital fixture in any club's calendar, the Annual Dinner, is provisionally fixed for 9th December.

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HANTS AND BERKS M.C. NIGHT
NAVIGATION RALLY

Provisional Results of Week-end Event

Best Performance—R. P. N. Stark (Vauxhall Velox).

First Class Awards—W. W. Vowler (Humber Hawk), A. Birkmyre (Riley 1½-litre), J. B. Ross (TC MG), J. H. L. Barrett (Jowett Javelin), J. L. Moss (Austin A40), J. French (Austin 7), C. Elphinstone (Lagonda 4½-litre), J. Laverick (Ford Mercury), B. A. Henry (Lagonda 4-litre), J. A. H. Golt (H.R.G.).

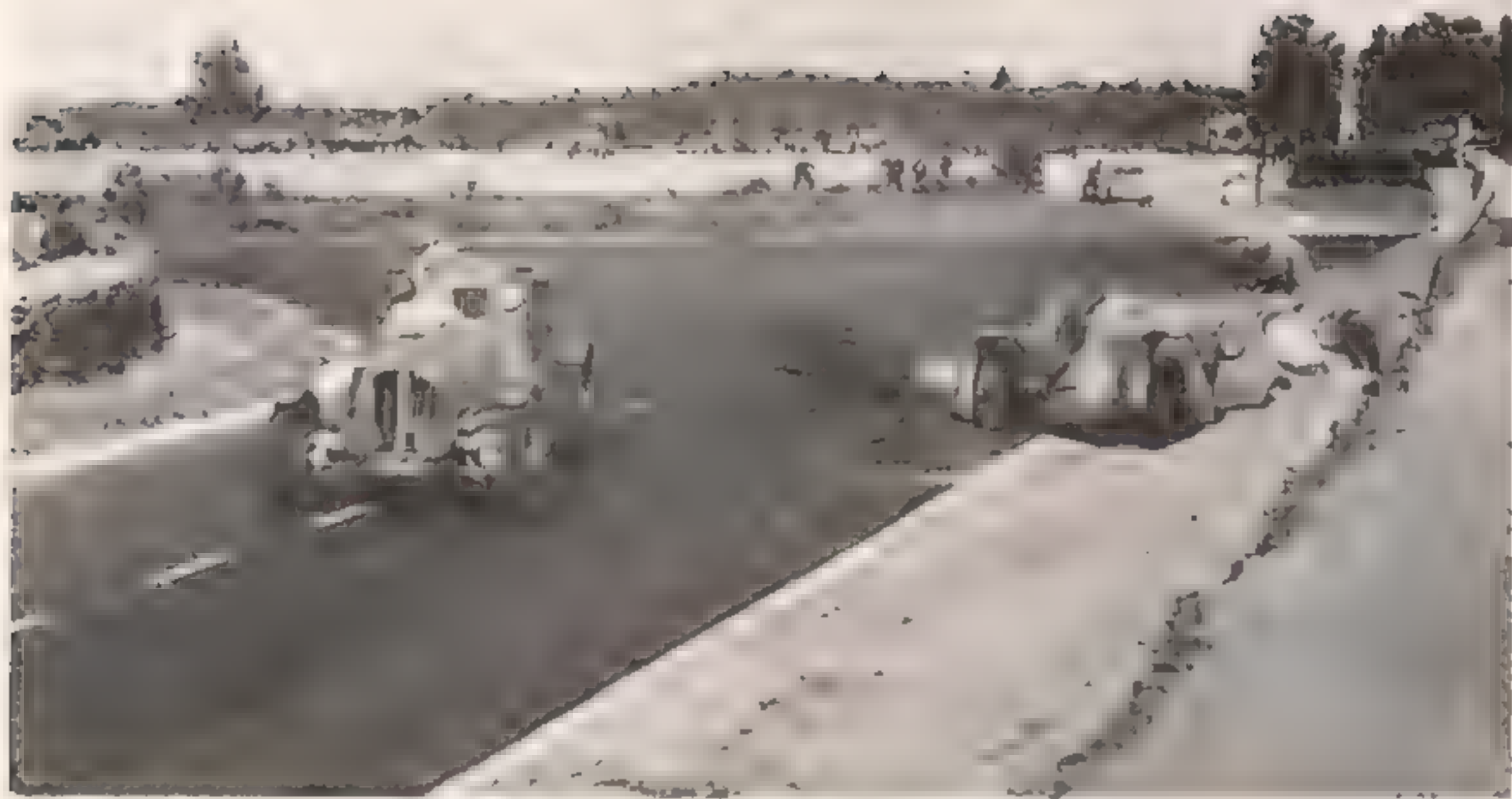
Second Class Awards—W. G. Davies (Austin A70), Eric Brandon (Austin A90), A. Jeddere Fisher (Lagonda 11/9), H. J. Pocock (Ford Pinto), N. M. Ness (Ford 8), I. G. Riley (Morris), M. W. Taylor (Hillman 10), F. Defty (Lagonda 4-litre), D. Allen (Lancia Lambda).

(Full illustrated report to follow next week.)

THE SCOTTISH CLUBS

PROVISIONAL FIXTURES FOR 1951

12th Jan. Scottish Sporting Car Club, Moonbeam trial. 9th Feb. Scottish Sporting Car Club, Starlight trial. 10th MG, C.C. (Scottish Section) trial. 18th. Lothian Car Club trial. 24th. Scottish Sporting Car Club trial. 18th Mar. MG, C.C. (Scottish Section) trial. 24th 26th. Scottish Sporting Car Club trial. 8th Apr. Falkirk and District M.C. trial. 14th 16th. Aberdeen and District M.C. trial. 21st. Scottish Sporting Car Club trial. 29th. Lothian Car Club trial. 5th May. Scottish Sporting Car Club trial. 12th. Lothian Car Club trial. Berwick and D.M.C. trial. 19th. Lothian Car Club trial. 14th 16th. 19th. Scottish Sporting Car Club trial. 20th. Aberdeen and District M.C. trial. 26th 27th. MG, C.C. (Scottish Section) trial. 3rd June. Lothian Car Club trial. 5th. Scottish Sporting Car Club trial. 9th. Aberdeen and District M.C. trial. 11th 16th. Royal Automobile Club Festival of Motoring. 30th. Scottish Sporting Car Club trial. 1st July. Royal Scottish Automobile Club trial. 8th. Aberdeen and District M.C. trial. 14th. MG, C.C. (Scottish Section) trial. 21st. Berwick and D.M.C. trial. 18th Aug. Aberdeen and District M.C. trial. 18th Aug. Aberdeen and District M.C. trial. 29th. Hawk and Border Car M.C.C. trial. 9th Sept. Aberdeen and District Motor Club trial. 22nd 24th. Scottish Sporting Car Club trial. 29th. Scottish Sporting Car Club trial. 6th Oct. Berwick and D.M.C. Lothian Car Club trial. 14th. MG, C.C. (Scottish Section) trial. 20th. Scottish Sporting Car Club trial. 28th. Lothian Car Club trial. 3rd Nov. Scottish Sporting Car Club trial. 17th 18th. Falkirk and District Motor Club trial. 7th Dec. Scottish Sporting Car Club trial.



Technical and Otherwise

by John Bolster

Oil on the Track

A FEW weeks ago, a really splendid editorial appeared in a contemporary about racing cars which drop oil on the road, to the danger of their competitors. Its author suggested that the system in use at Indianapolis, whereby no oil is allowed to be added during a race, would overcome the problem. As I spoke on this subject at the last annual general meeting of the B.R.D.C., and have given the matter considerable thought, I would like to make a few comments.

There are two forms of oil dropping which afflict racing cars. The first, and most common, is the car which gradually sprays oil on the road as it runs. This, becoming mixed with the rubber dust off the tyres, renders the corners more and more slippery as the race progresses. It is not really dangerous, because drivers have the opportunity to become accustomed to the condition as it develops. It does spoil races, however, for by slowing down the later laps, it prevents the "win or burst" type of finish that spectators love to see.

The second type of road-oiling is the most dangerous as it consists of the sudden jettisoning of the contents of a capacious sump. This is most often occasioned by a connecting rod breakage on a wet-sump engine, and I must say, straight away, that I can think of no palliative for this form of disaster. The sump must be out in the air for cooling, so no tray or outer container can be fitted. It is all very well to say that connecting rods do not break so frequently as they once did, but the point is

that so many fatal accidents have been caused in this way that one cannot just let it go at that. The best driver in the world has little hope of survival if he suddenly runs on to a pool of oil, and though the "oil flag" is an excellent thing, it is seldom feasible to exhibit it in time to avoid a tragedy.

It is, thank goodness, possible to do a great deal about the more common oil sprayer. In the first place, it must be understood that modern racing cars, when in good condition, do not use a great deal of oil in the way their forbears did. A Ferrari, for instance, may use no more than a quart in a full-length Grand Prix race.

The old-type E.R.A.s normally use very little, too, and they have the advantage that, being dry-sump jobs, they have very little loose oil in the engine in the unlikely event of tossing a rod. They do offend very seriously, though, if the oil tank is over-filled, for the fluid expands under heat and frothing, and is expelled through the breather pipes. This effect is aggravated when heavy braking and cornering cause surging of the oil, and so the course gets anointed at the very worst places. I hasten to add that the trouble is no fault whatever of the design of the cars, but is simply due to careless filling. A considerable air space is necessary above the lubricant, for there is no oil trap in the breathers, apart from a couple of long pipes wound round inside the tail.

The type of quick filler cap originally fitted to these cars was not, in my opinion, sufficiently secure, and I

have myself been guilty of oil-spraying through one letting go. As there is no likelihood of oil replenishment being needed during a race, the cap should either be wired down or replaced by a screw-down example. A good point about the E.R.A. is that there is no fly-wheel to fling oil, and no aperture for its escape, so the condition of the rear main bearing has nothing to do with the case.

Maseratis, of course, are famous for their oiling troubles. Once they really start to mop the stuff up, their appetite is enormous. This, again, is no fault of the design of the car, but results from drivers continuing to flog a dying engine when, in the interests of their fellows, they should withdraw. I have seen something like thirty gallons of oil put into a "Maser" in the course of a long race, and as it couldn't possibly have used it or burnt it, it is obvious where it was all going.

Unblown Delages and Talbots, too, can be afflicted with an oil-throwing malady. I imagine this must be due to piston ring flutter, for the lubricant is simply blown out of the bonnet louvres, presumably via the breathers. I have, to my horror, raced neck and neck with a Talbot which had new, green oil literally dripping from almost every square inch of the body. No fault of the poor, mis-used car, of course, this should have been spotted by a marshal straight away.

At some of the smaller club events, cars are brought to the line with undershields literally awash with oil and grease. At the risk of soiling their immaculate clothes, it is the duty of the scrutineers to see that no car goes racing in this filthy condition. It is probable, in any case, that a good supply of nuts, bolts, and spanners would be uncarthed if the unspeakable mess were scraped out, and so it would pay the chaps concerned to get down to the job.

A happier state of affairs prevails among the "five

hundreds", for none of their engines have wet-sumps. In addition to the dry-sump motors, there are some very popular engines with total loss lubrication, and these would only release about an eggcupful of oil if a con rod went right through the bottom. It is thus extremely unlikely that a major disaster in a Formula Three race will ever be due to oil on the track.

"Five hundreds" apart, however, this oil business is a very real problem that simply must be tackled. In the first place, I think that the suggestion I referred to in my opening paragraph is a good one. Even if one doesn't go quite so far as they do at Indianapolis, and ban all oil from the pits, I think that possibly a maximum of three or four gallons could be kept there. I am quite aware that this may occasionally exclude some gallant finisher who has fought well against heavy odds, but in the interest of competitors and spectators alike, oil-pumping motors belong in the dead car park.

It takes a great deal of courage for a driver to say, "my car has started to use so much oil that I must retire, although I look like getting a place". The doctrine of "blow you Jack, I'm all right" has no place in our sport, though, and if the oil supply in each pit were strictly limited, the matter would be definitely settled without any appeal to the driver's conscience.

In British racing, the officials at the pits are usually very alert to detect an incipient oil thrower, but perhaps flag marshals could be a little quicker on the draw with the striped job. A routine check might be made of dry sump tanks, to see that ample air space is left, and some simple form of trap might be devised for breathers.

This is such a serious matter that I think the B.R.D.C. should set up a sub-committee to examine it, if they haven't done so already. Yet I feel that there is only one answer; the oil technicians will have to invent a new grade that isn't slippery!

The Overhead Camshaft M.G.s—continued

on the rods. No attempt must be made to "take-up" these bearings by machining the faces of the cap and rod at the bolts, in the time-honoured manner of vintage jobs. The crankpins should be ground at the same time as the mains, and connecting-rods to fit obtained on an exchange-service basis which is available from authorized M.G. repairers.

The connecting-rod small-end bearings are extremely long-lived, and should not require renewal unless the engine has been grossly neglected. If the gudgeon pins are a free push fit when dry, but without side shake, all is well. In any case, however, renewal of these bushes is a simple operation; the bushes are readily obtainable, and should be reamed to fit after insertion. Removal and refitting of small-end bushes is done without difficulty by the usual method of a long draw-bolt having a washer of a diameter slightly smaller than the outside diameter of the bush. This is placed through the bush with the washer against the bush end. A distance tube of a diameter slightly larger than the bush outside, is then put over the other end of the bolt, bearing up against the rod eye. If a large washer and nut are now threaded on to the bolt, and the nut screwed on with a spanner, the bush will be withdrawn. The operation "in reverse" can be used to insert the new bush.

(To be continued)

ASTON MARTIN O.C. PLANS

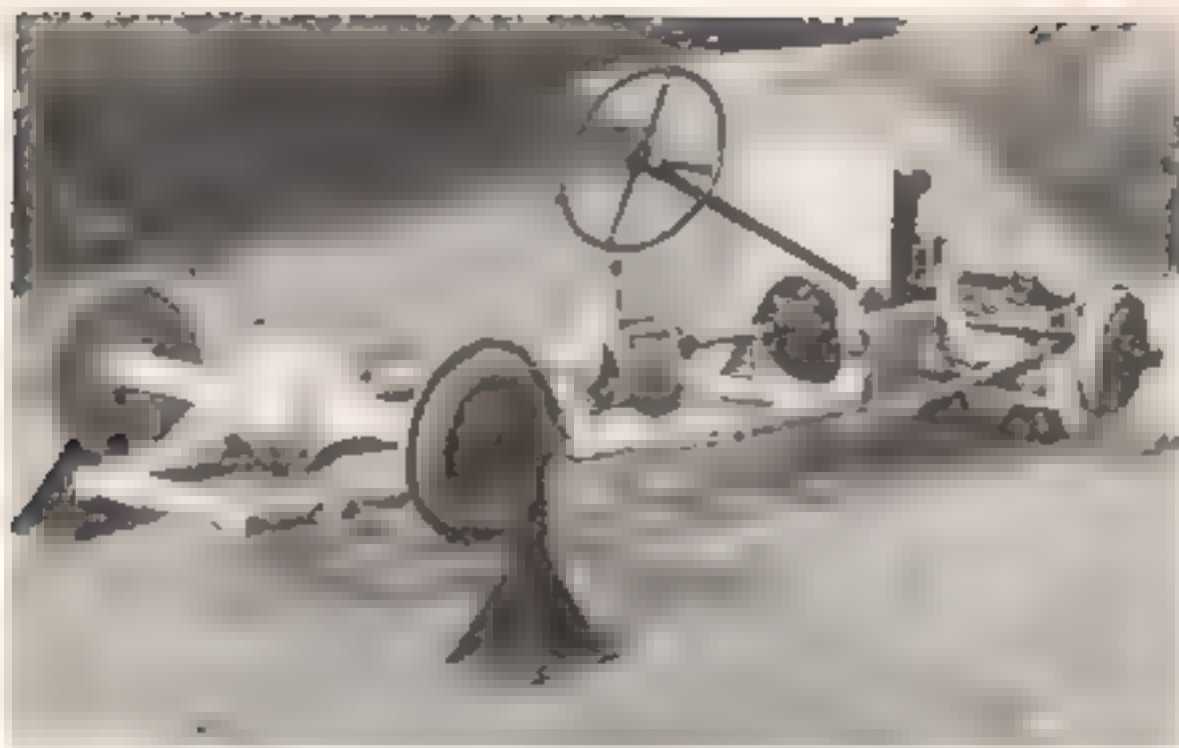
Talk on 1950 A.M. season by John Wyer

THE Competitions Manager of Aston Martin Ltd., John L. Wyer, will address Welsh Counties Car Club members at their meeting on Monday, 30th October. Subject will be the activities of the works team of DBII saloons during the 1950 season, with a foreword on previous Aston racing history which, in view of the marque's highly distinguished record at Le Mans and elsewhere during the 'thirties, should make very interesting hearing.

The A.M.O.C.'s Film Show takes place on 29th November, at the British Council Cinema, Hanover St., W.I., at 6 p.m. Programme will include *Royal Silverstone*, and *Log Book for 1950* and Geo. Phillip's film on Le Mans. Admission is free, by invitation only.

The 1951 Register of Aston Martins is now in preparation and will be published on 31st December. Non-A.M.O.C. members are invited to forward details of cars owned, past and present, to the Registrar, Geoffrey D. Smith, 174 Bromyard Road, Worcester.

Copies of the Register will be available to the public in the New Year, price 2s. 6d., post free, from the A.M.O.C. Secretary, 554 Limpsfield Road, Upper Warlingham, Surrey, or from any Stoneham book shop.



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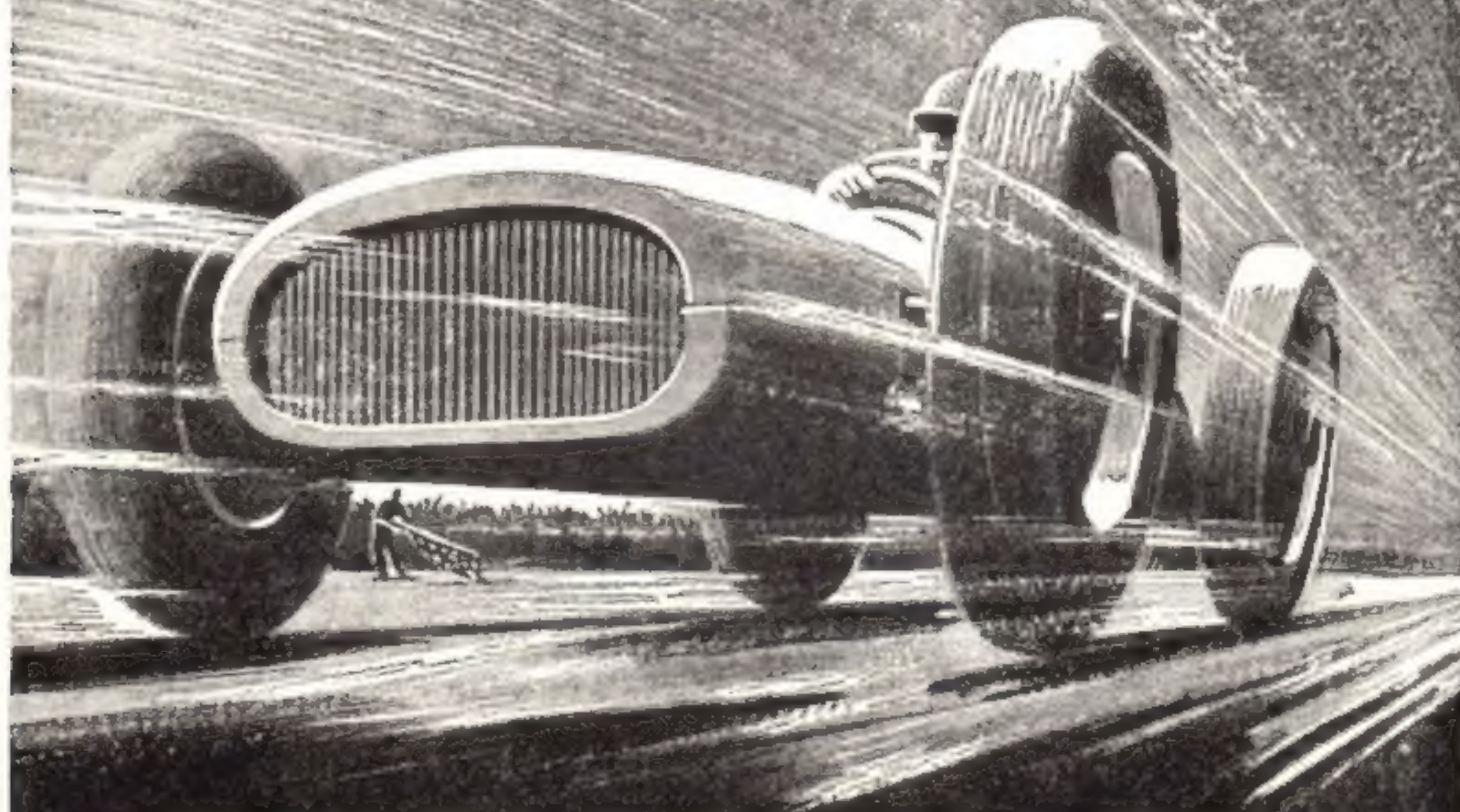
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